



2003 HIGHWAY NEEDS REPORT

HIGHWAY PERFORMANCE MONITORING SYSTEM ANALYTICAL PROCESS -- 2002 DATA

DISTRICT 6 RURAL/URBAN

Prepared by:
Idaho Transportation Department
Division of Planning
January, 2003



DEFINITIONS OF TERMS USED IN THE ANNUAL REPORT OF THE HIGHWAY PERFORMANCE MONITORING SYSTEM – ANALYTICAL PROCESS

Prepared by the Planning Services Section
of the Idaho Transportation Department
January, 2003

DEFINITION OF TERMS

GLOSSARY OF TERMS FOR CURRENT CONDITION

ADT(Current): average daily traffic for most recent reported year.

ADT(Future): estimated 20-year future average daily traffic. Results obtained by using per-year growth percentages supplied by the Traffic Survey & Analysis Unit.

Average Number Of 5-Year Accidents: average annual accidents over a 5-year period as recorded on the Accident Records Database for the most recent reported year.

Crack Index: qualitative rating of the type and degree of pavement cracking determined from the yearly crack review conducted by the Pavement Management Engineer. The rating scale is from 0 (very poor) to 5 (very good).

Final Index: qualitative rating to rank pavements by a single index. It is the weighted average of the crack and roughness indices. The rating scale is from 0 (very poor) to 5 (very good).

Number Of Lanes: Existing number of through traffic lanes.

Pavement Improvement: the last recorded pavement improvement that occurred on this section (information provided by Idaho's Pavement Management System).

NW CONS/RCN FLX (New Construction or Reconstruction -- Flexible Pavement)

BIT SURF TRMNT (Bituminous Surface Treatment -- Nominal .8 in.)

PLNT MIX OVLAY (Plant Mix Overlay)

ROAD MIX OVLAY (Road Mix Overlay)

NW CONS/RCN CON (New Construction or Reconstruction -- Concrete Pavement)

BASE WRK & RESURF (Base Work and Resurface)

REHAB & RESURF (Rehabilitation and Resurface)

RESURFACE FLEX (Resurfacing Flexible Pavement)

MILL AND INLAY

RESURFACE CONC (Resurfacing Concrete Pavement)

PAVMT XTNG GRVL (Pavement on Existing Gravel)

MILL INLAY&OVER (Mill Inlay and Overlay)

PLANT MIX SEAL

OPN GRD FRX CRS (Open Graded Friction Course)

RUT FILLING &SS (Rut Filling -- Slurry Seals & Micro Surfacing)

GRD&JT SEAL CON (Grind and Joint Seal -- Concrete Pavement)

SLAB REPL CONC (Slab Replacement -- Concrete Pavement)

CRACK SLNG CONC (Crack Sealing Concrete)

REHAB CONCRETE (Concrete Rehab -- Grind, Seal Joints, Slab Replacement @2%)

HOT IN PL RECYC (Hot In-place Recycle)

COLD IN PL RECY (Cold In-place Recycle)

HOT IN PL W/OV (Hot In-place Recycle with Overlay)

COLD IN PL W/OV (Cold In-place Recycle with Overlay)
C.R.A.B.S. (Cement Recycled Asphalt Base Stabilization)
NO INFO-B+S < 7 (No Direct Info -- Base + Surface) < 7 in.)
NO INFO-B+S > 7 (No Direct Info -- Base + Surface) > 7 in.)
LEVELING COURSE

Pavement Improvement Year: the year the aforementioned improvement was completed.

Percent Trucks: peak percent trucks as a percentage of ADT prevalent on the section.

Railroad Crossings: Whether or not the highway section has railroad crossings.

Roughness Index: qualitative rating of the pavement roughness as measured by the Pavetech laser profiler. The rating scale is from 0 (very poor) to 5 (very good).

Seal Coat Year: the year of the last seal coat that occurred on the section.

Section Length: length in miles as calculated from the beginning to end of the section.

Shoulder Material Type: predominant type of shoulder as follows:

NONE
SURFACED WITH BITUMINOUS MATERIAL
SURFACED WITH PORTLAND CEMENT CONCRETE
SURFACED WITH TIED PORTLAND CEMENT CONCRETE
STABILIZED GRAVEL
COMBINATION: PART SURFACED AND EITHER GRAVEL OR EARTH
EARTH

Shoulder Width: width of the shoulder as measured from the edge of the fog line to the edge of the surfaced or gravel/earth shoulder; or in the absence of a fog line, the edge of a 12-foot lane to the edge of the surfaced or gravel/earth shoulder.

S/N or D: this is the Structure Number for asphalt pavement or the depth of the surface if concrete.

Structures: Whether or not the highway section has structures of at least 20 feet in length.

Surface Width: Width of the surfaced road excluding paved shoulders.

Surface Material Type: type of surface existing on the section as follows:

HIGH FLEX (PLANT MIX ASPHALT)
BITUMINOUS SURFACE TREATMENT
HIGH RIGID; PLAIN JOINTED
HIGH RIGID; REINFORCED JOINTED
HIGH RIGID; CONTINUOUSLY REINFORCED

Terrain Type (Rural report only): Type of terrain prevalent on the highway section. (Flat, Rolling, or Mountainous)

Type of Development (Rural report only): Describes the rural environment of the road. (Dense or Rural)

Urban Area (Urban report only): City in which section is located (population 1000 or greater).

Urban Location (Urban report only): Describes the urban environment of the roadway. (Central Bus. Dist, Fringe, Outlying Bus. Dist, Residential, Rural in Character)

Volume/Capacity Ratio: This is the volume/capacity ratio as calculated by the 1994 Highway Capacity Manual.

Widening Feasible?: is a description of how many lanes the road could be reasonably widened. In this consideration, the only things that make widening not feasible are things like businesses within a town or city or some major geographical obstruction such as a mountain or river.

GLOSSARY OF TERMS FOR HIGHWAY IMPROVEMENTS

Type Of Improvement: type of improvement determined by the Highway Performance Monitoring System-Analytical Process.

System Deficiencies: deficiencies identified by the Highway Performance Monitoring System-Analytical Process.

The model uses these deficiencies to determine type of improvement. The deficiencies that can trigger an improvement are as follow:

VOLUME/CAPACITY

NUMBER OF LANES

HORIZ ALIGNMENT

LANE WIDTH

SHOULDER WIDTH-R (right shoulder width)

SURFACE TYPE

SHOULDER TYPE

PSR < RESRF-PSR (pavement condition implies the need to resurface -- PSR in this case is Cracking Index)

VERT ALIGNMENT

PSR < RECON-PSR (pavement condition implies the need to reconstruct)

Year Of Improvement: year for the improvement determined by the Highway Performance Monitoring System-Analytical Process.

Cost Of Improvement: cost of the improvement determined by the Highway Performance Monitoring System-Analytical Process.

Access Control(Future): type of access control determined by the Highway Performance Monitoring System-Analytical Process for the type of improvement.

Number Of Lanes(Future): number of lanes determined by the Highway Performance Monitoring System-Analytical Process for the type of improvement.

GLOSSARY OF TERMS FOR HIGHWAY DEVELOPMENT PROGRAMMED PROJECTS

Cost Of Project: cost of the improvement determined by the Idaho Transportation Department Board.

Key Number: the programmed project's key number determined by Highway Programming Section.

Programmed Year: year for the improvement determined by the Idaho Transportation Department Board.

Project Milepoints: the extent of the programmed project. The project can extend into multiple analysis sections.

Type Of Improvement: type of improvement the programmed project is to perform.

RECONST/ALIGN (reconstruction and/or re-alignment)

3R (minor rehabilitation)

MJR WDN (major widening)

GRADE SEPARATION

MINOR WID/RESURF

PAVEMENT REHAB

RELOCATION

NEW RT (new route)

GLOSSARY OF TERMS FOR STRUCTURE IMPROVEMENTS

Bridge Key: a unique bridge identifier used by the Bridge Inspection Section to identify specific bridges.

Features: what the bridge spans.

Square Footage: the area of the current bridge deck.

Programmed Year: fiscal year for an already existing Idaho Transportation Department Board-Approved project.

Sufficiency Rating: the overall rating of the bridge's condition. Sufficiency ratings are measured from 0 (very poor) to 100 (excellent).

Weight Restriction: a bridge that is classified as red (posted), or yellow as defined by the route capacity map.

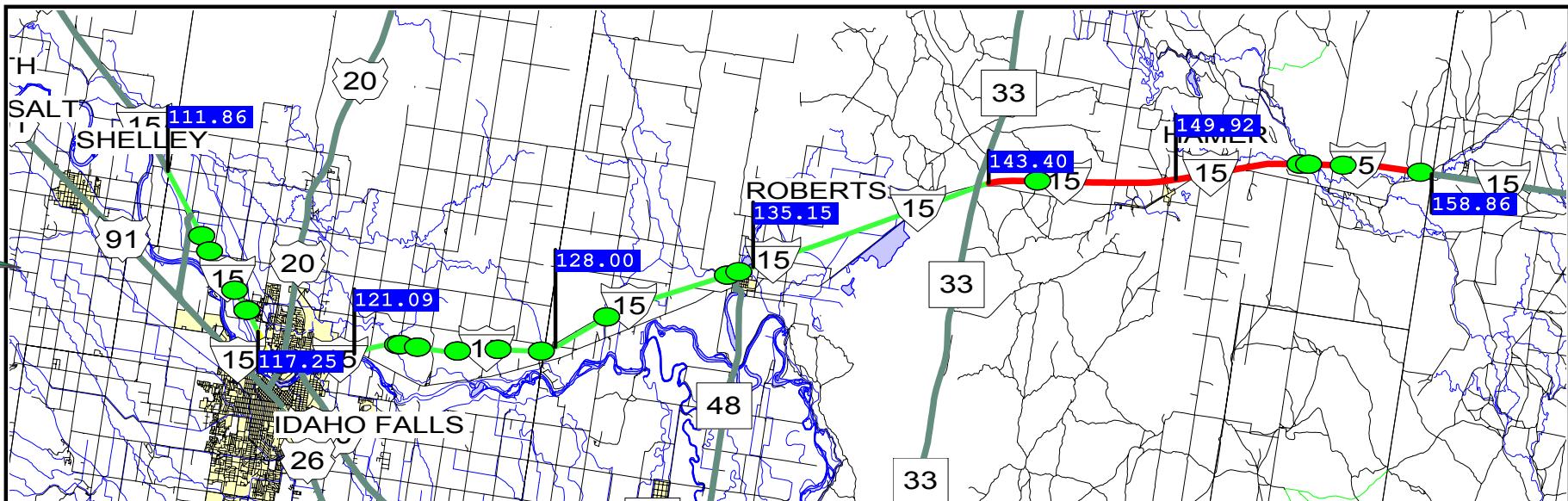
Width Restriction: a curb-to-curb width of 24 feet or less.

Height Restriction: a truss that has a vertical clearance of less than 16 feet.

Structurally Deficient: the deck superstructure or substructure is in poor condition.

Functionally Obsolete: the bridge is designed to standards that are now obsolete.

RURAL

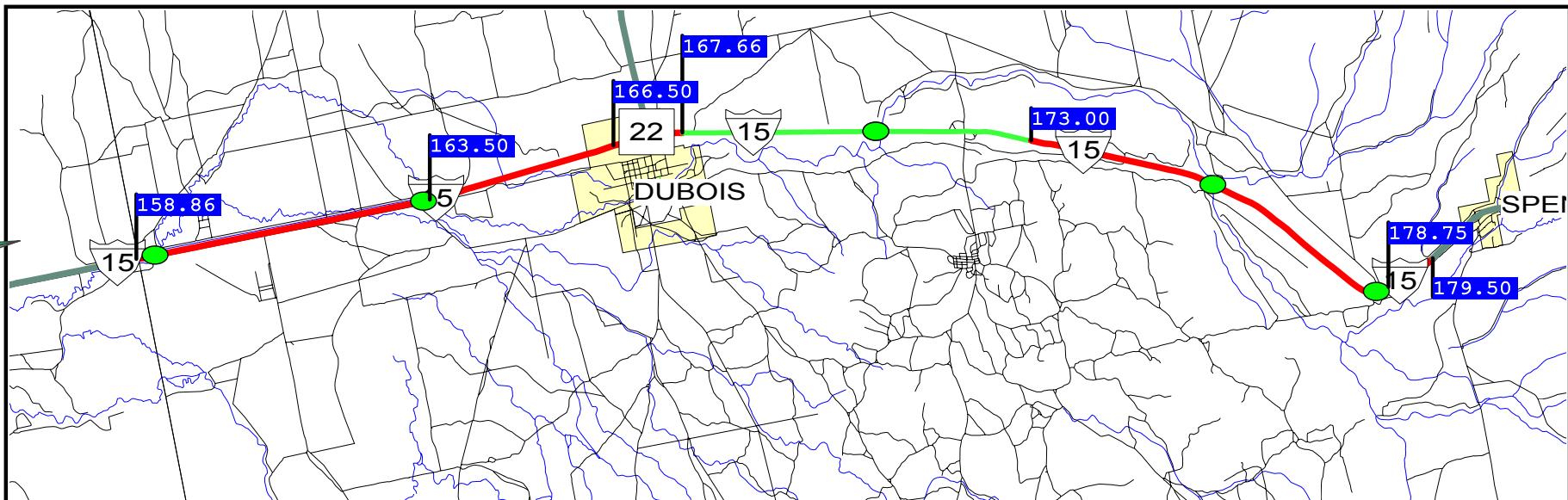


	111.86 - 117.25 BONNEVILLE	121.09 - 128.00 JEFFERSON	128.00 - 135.15 JEFFERSON	135.15 - 143.40 JEFFERSON	143.40 - 149.92 JEFFERSON	149.92 - 158.86 JEFFERSON
COUNTY	BONNEVILLE	JEFFERSON	JEFFERSON	JEFFERSON	JEFFERSON	JEFFERSON
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	YES	YES	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	5.388	6.908	7.148	8.252	6.520	8.940
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES	48	48	48	48	48	48
WIDTH	48	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	10	8	10	10	8	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	66	66	66	66	66	66
ADT (CURRENT)	15,513	4,743	4,600	4,297	3,835	2,900
ADT (FUTURE) -- 20 YEAR	25,321	7,910	7,686	7,208	6,458	4,951
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.	HOT IN PL W/OV
YEAR OF IMPROVEMENT	2000	1996	2000	1999	1996	1993
SEAL COAT YEAR	2000	1983	2000	1999	----	----
S/N OR D	6.0	6.3	5.3	7.0	5.3	3.6
PERCENT TRUCKS--PEAK	13	18	18	19	20	23
V/C RATIO	0.25	0.08	0.08	0.07	0.07	0.05
CRACK/ROUGH/FINAL INDEX	4.8/3.8/4.3	5.0/3.8/4.4	5.0/3.9/4.4	4.6/3.8/4.4	3.3/3.3/3.3	2.3/3.5/3.3

TYPE OF IMPROVEMENT		RESURFACE WITH SHLD IMPROVMENT	RESURFACE
YEAR OF IMPROVEMENT		2007	2003
SYSTEM DEFICIENCY:		PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R	
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$130,000		\$0
FOR CONSTRUCTION	\$4,747,000		\$3,397,000
TOTAL	\$4,877,000		\$3,397,000
ACCESS CONTROL (FUTURE)	FULL CONTROL	FULL CONTROL	
NUM OF LANES (DES.)	4		4

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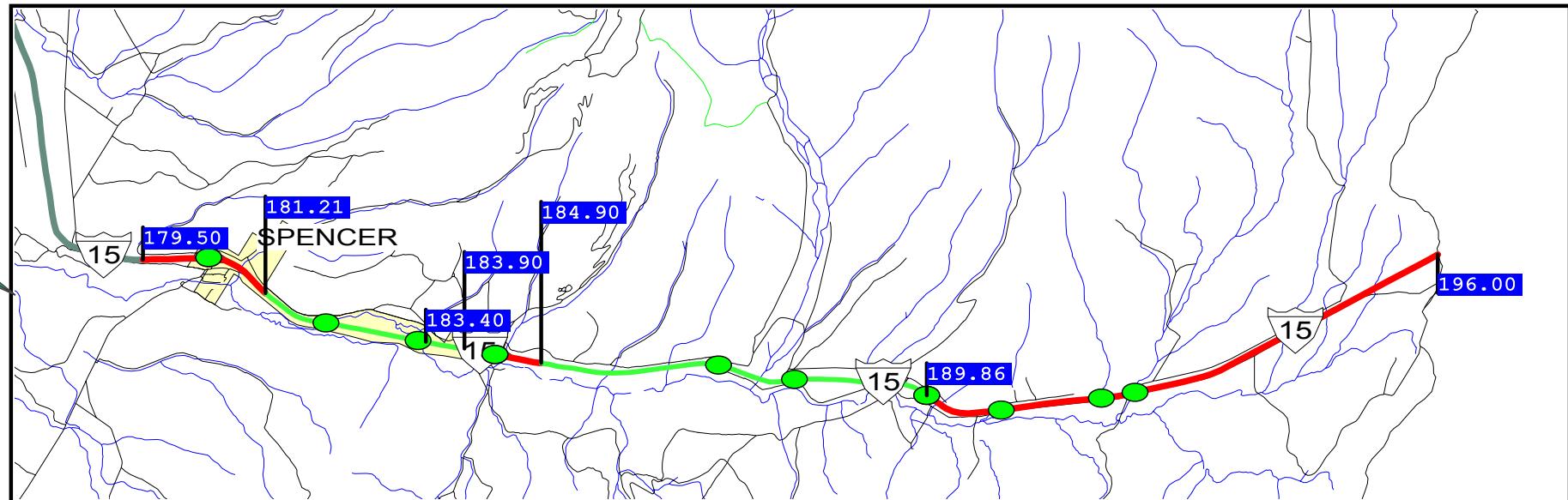
RURAL

	158.86 - 163.50	163.50 - 166.50	166.50 - 167.66	167.66 - 173.00	173.00 - 178.75	178.75 - 179.50
MILEPOSTS	158.86	163.50	166.50	167.66	173.00	178.75
COUNTY	CLARK	CLARK	CLARK	CLARK	CLARK	CLARK
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	YES	YES	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	4.640	3.003	1.157	5.340	5.750	0.750
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES	48	48	48	48	48	48
WIDTH	48	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER	12	12	10	12	12	12
WIDTH	12	12	10	12	12	12
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	66	66	66	66	66	66
ADT (CURRENT)	2,900	2,900	2,817	2,736	2,700	2,700
ADT (FUTURE) -- 20 YEAR	4,951	4,951	4,828	4,707	4,645	4,645
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	HOT IN PL W/OV	HOT IN PL W/OV	HOT IN PL W/OV	NW CONS/RCN FLX	C.R.A.B.S.	C.R.A.B.S.
YEAR OF IMPROVEMENT	1993	1993	1993	1991	1997	1997
SEAL COAT YEAR	----	----	----	----	----	----
S/N OR D	3.6	6.7	5.4	4.8	3.6	2.8
PERCENT TRUCKS--PEAK	23	23	24	24	25	25
V/C RATIO	0.05	0.05	0.05	0.05	0.05	0.05
CRACK/ROUGH/FINAL INDEX	2.3/3.8/4.1	2.8/3.7/3.8	3.2/3.2/4.1	4.4/3.7/4.1	4.7/3.9/4.3	4.5/3.9/4.2

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH ALIGNMNT IMPROV	RESURFACE	RESURFACE	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2003	2004	2006	2011	2009
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT				
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$278,000	\$0	\$0	\$0	\$0
FOR CONSTRUCTION	\$4,510,000	\$1,141,000	\$449,000	\$2,231,000	\$291,000
TOTAL	\$4,788,000	\$1,141,000	\$449,000	\$2,231,000	\$291,000
ACCESS CONTROL(FUTURE)	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
NUM OF LANES(DES.)	4	4	4	4	4



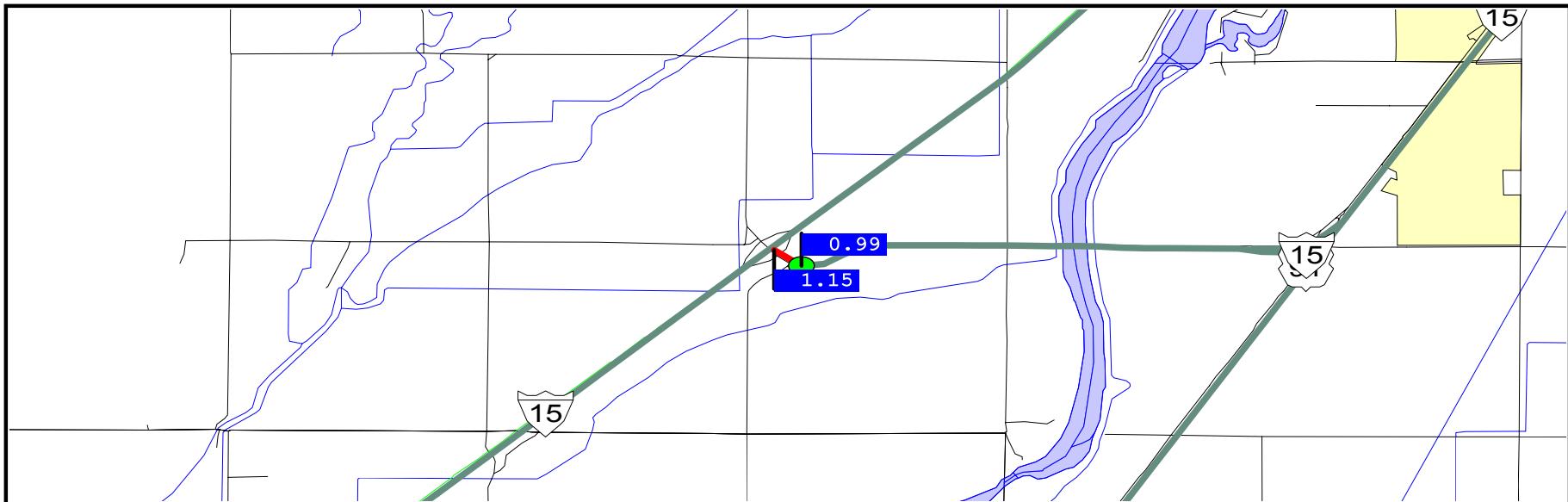
RURAL

	179.50 - 181.21	181.21 - 183.40	183.40 - 183.90	183.90 - 184.90	184.90 - 189.86	189.86 - 196.00
MILEPOSTS	179.50 - 181.21	181.21 - 183.40	183.40 - 183.90	183.90 - 184.90	184.90 - 189.86	189.86 - 196.00
COUNTY	CLARK	CLARK	CLARK	CLARK	CLARK	CLARK
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	YES	YES	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.710	2.190	0.500	1.000	4.960	6.140
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES	48	48	48	48	48	48
WIDTH	48	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER	10	8	8	8	8	12
WIDTH	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MATERIAL TYPE	76	45	45	45	45	76
MEDIAN WIDTH	2,700	2,700	2,700	2,700	2,700	2,700
ADT (CURRENT)	4,645	4,645	4,645	4,645	4,645	4,645
ADT (FUTURE) -- 20 YEAR	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL	FULL CONTROL
ACCESS CONTROL (CURRENT)	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
WIDENING FEASIBLE?	.	.	.	.	.	.
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	C.R.A.B.S.	C.R.A.B.S.	NW CONS/RCN FLX	C.R.A.B.S.
YEAR OF IMPROVEMENT	1970	1991	2000	2000	1991	1999
SEAL COAT YEAR	----	----	2000	2000	2000	1999
S/N OR D	3.3	6.0	4.3	4.3	6.0	7.0
PERCENT TRUCKS--PEAK	25	25	25	25	25	25
V/C RATIO	0.05	0.05	0.05	0.05	0.05	0.05
CRACK/ROUGH/FINAL INDEX	2.6/3.4/3.0	4.5/3.5/4.0	4.5/3.5/4.0	2.0/3.4/2.7	4.5/3.7/4.1	4.0/3.7/4.3

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT	RESURFACE
YEAR OF IMPROVEMENT	2003	2003	2012
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R	
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$20,000	\$0
FOR CONSTRUCTION	\$663,000	\$728,000	\$2,382,000
TOTAL	\$663,000	\$748,000	\$2,382,000
ACCESS CONTROL(FUTURE)	FULL CONTROL	FULL CONTROL	FULL CONTROL
NUM OF LANES(DES.)	4	4	4

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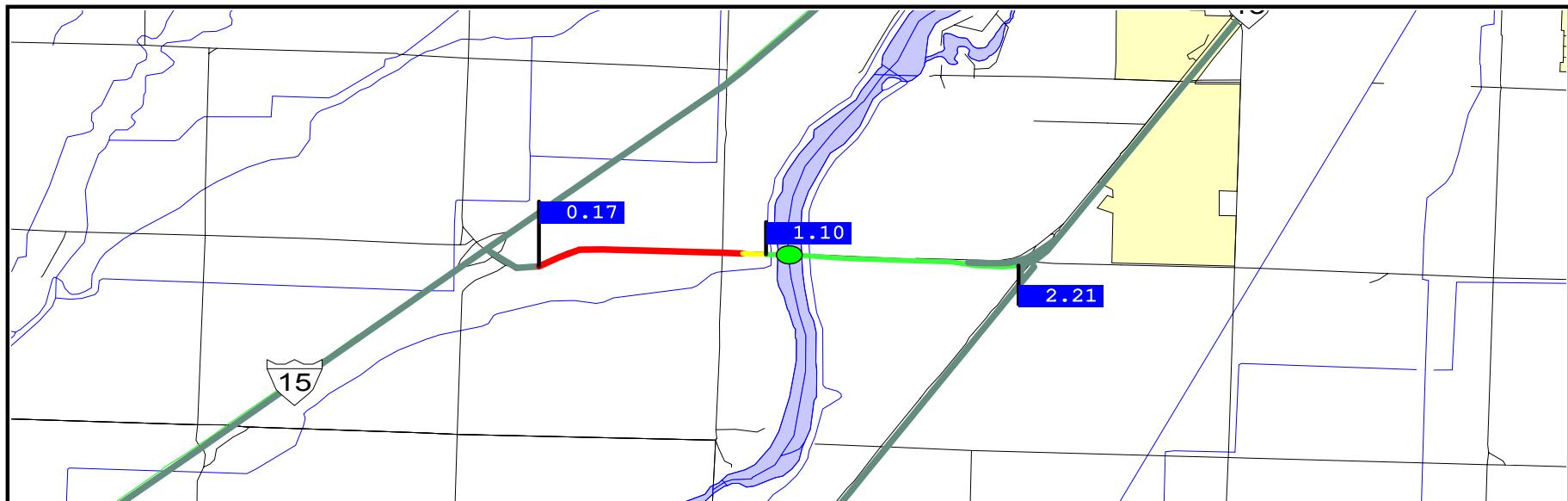
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RURAL

MILEPOSTS	0.99 - 1.15
COUNTY	BONNEVILLE
HIGHWAY DISTRICT #	6
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.160
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	2
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	6,288
ADT (FUTURE) -- 20 YEAR	8,320
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1996
SEAL COAT YEAR	----
S/N OR D	5.5
PERCENT TRUCKS--PEAK	2
V/C RATIO	0.32
CRACK/ROUGH/FINAL INDEX	3.0/1.8/2.4

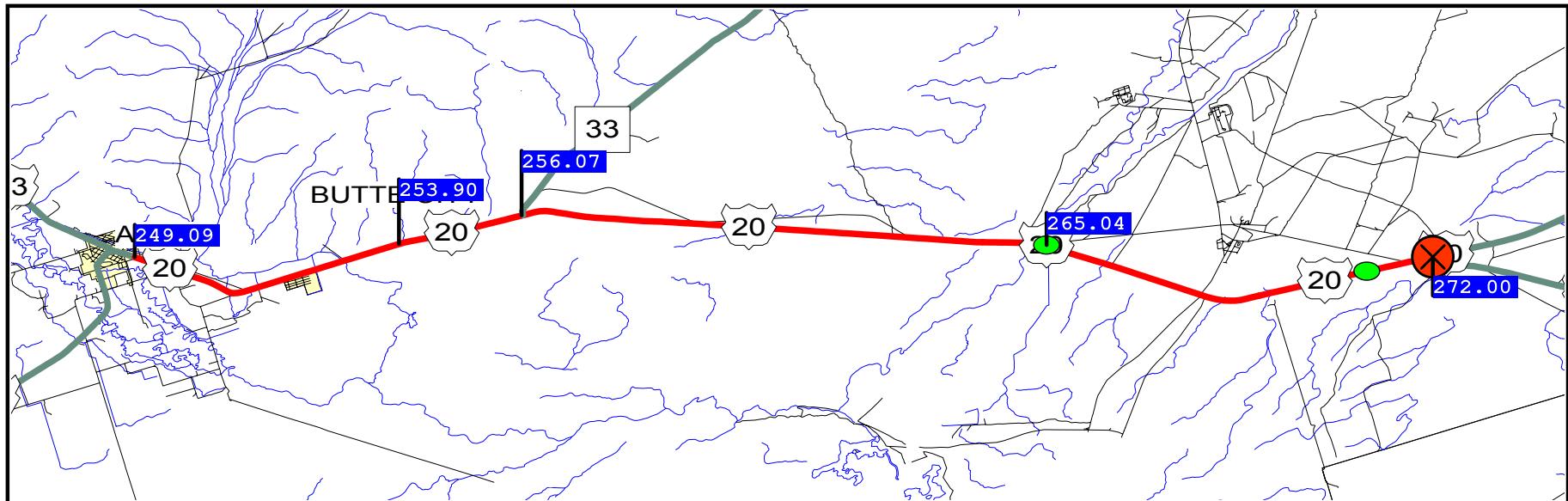
TYPE OF IMPROVEMENT	RESURF W/SHLDR
YEAR OF IMPROVEMENT	IMPROVE & ALIGN 2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$6,000
FOR CONSTRUCTION	\$87,000
TOTAL	\$93,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2



RURAL

MILEPOSTS	0.17 - 1.10	1.10 - 2.21
COUNTY	BONNEVILLE	BONNEVILLE
HIGHWAY DISTRICT #	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	0.930	1.107
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	1	6
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	6,545	4,593
ADT (FUTURE) -- 20 YEAR	8,746	6,174
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1963	1963
SEAL COAT YEAR	1994	1994
S/N OR D	4.1	4.1
PERCENT TRUCKS--PEAK	6	9
V/C RATIO	0.31	0.20
CRACK/ROUGH/FINAL INDEX	1.4/2.3/1.8	4.5/2.9/3.7

TYPE OF IMPROVEMENT	PAVEMNT-RECONST
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	PSR < RECON-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$24,000
FOR CONSTRUCTION	\$757,000
TOTAL	\$781,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL
NUM OF LANES(DES.)	2



RURAL

MILEPOSTS	249.09 - 253.90	253.90 - 256.07	256.07 - 265.04	265.04 - 272.00
COUNTY	BUTTE	BUTTE	BUTTE	BUTTE
HIGHWAY DISTRICT #	6	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	YES
STRUCTURES	NO	NO	NO	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	4.809	2.173	8.970	6.957
NUM OF LANES (EXISTING)	2	2	2	2
LANES	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
SHOULDER	5	5	5	5
WIDTH	--	--	--	--
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	2,095	2,000	1,500	1,704
ADT (FUTURE) -- 20 YEAR	3,089	2,954	2,194	2,493
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	REHAB & RESURF
YEAR OF IMPROVEMENT	1967	1978	1978	1977
SEAL COAT YEAR	2000	2000	2000	1994
S/N OR D	3.3	3.3	3.2	3.2
PERCENT TRUCKS--PEAK	11	12	8	8
V/C RATIO	0.17	0.16	0.11	0.11
CRACK/ROUGH/FINAL INDEX	2.0/2.8/2.4	2.9/3.4/3.1	3.2/3.3/3.2	3.2/3.1/3.2

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003	2006	2008	2008
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	HORIZ ALIGNMENT	SHLD WIDTH-R	SHLD WIDTH-R
SYSTEM DEFICIENCY:		SHLD WIDTH-R		
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$48,000	\$113,000	\$54,000	\$42,000
FOR CONSTRUCTION	\$1,625,000	\$1,382,000	\$2,852,000	\$2,212,000
TOTAL	\$1,673,000	\$1,495,000	\$2,906,000	\$2,254,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2

RR CROSSING NUMBER
 TOTAL THROUGH TRAINS
 TOT SWITCHING TRAINS
 SPEED RANGE
 CROSSING SURFACE TYPE

TYPES OF CONTROLS

FLASHING LIGHTS
 GATES
 SIGNS
 REFLECT. XBUCKS
 OTHER STOP SIGN
 OTHER SIGNS
 HWY TRAFFIC SIGNAL
 WIGWAGS
 BELLS

SPEED SELECTION

TYPE OF IMPROVEMENT
 YEAR OF IMPROVEMENT
 RR XING DEFICIENCY
 COST OF IMPROVEMENT
 COST CONTROL
 SURFACE
 CIRCUITRY
 TOTAL (EXCL ADMIN)
 ADMINISTRATIVE
 TOI CROSSING SURFACE

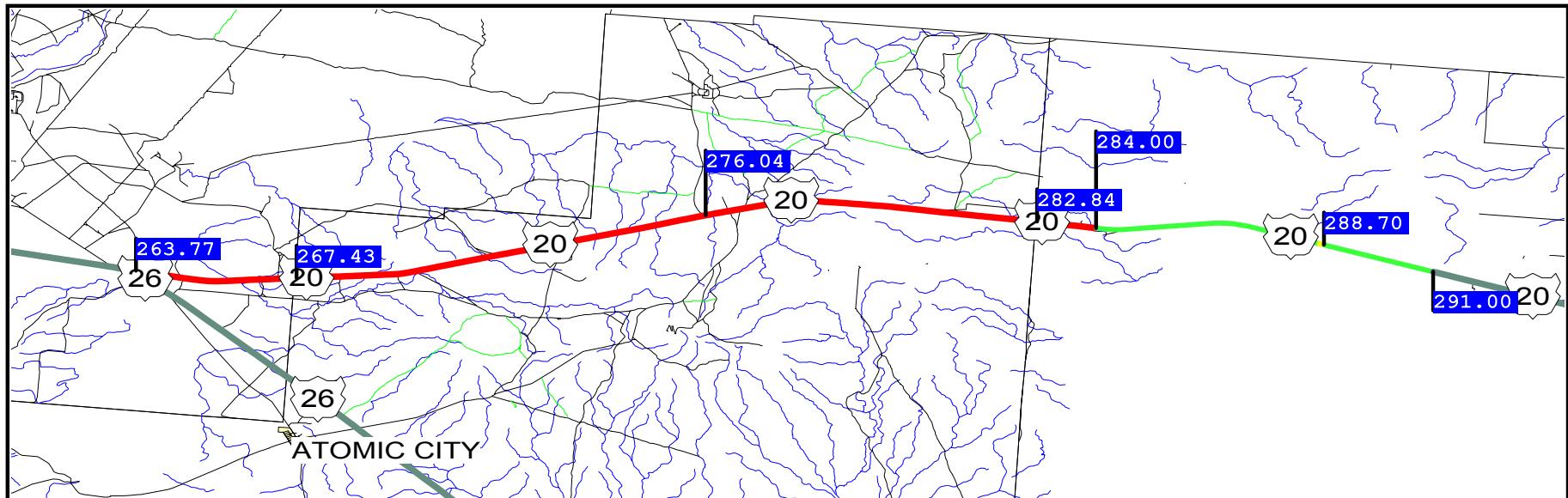
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 0
 5 TO 25
 ASPHALT
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 6
 2
 2
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 0
 0
 0
 NOT APPLICABLE

R R C R O S S I N G I M P R O V E M E N T

FLASHING LIGHTS
 00
 FLASHING LIGHTS
 \$150,000
 \$50,000
 \$0
 \$200,000
 \$10,000
 CONCRETE SLAB

H P M S S T U D Y F O R R O A D S E G M E N T : 002070

030215



RURAL

MILEPOSTS	263.77 - 267.43	267.43 - 276.04	276.04 - 282.84	282.84 - 284.00	284.00 - 288.70	288.70 - 291.00
COUNTY	BUTTE	BINGHAM	BINGHAM	BONNEVILLE	BONNEVILLE	BONNEVILLE
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	3.656	8.618	6.793	1.163	4.700	2.300
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES						
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER						
WIDTH	5	5	5	9	10	7
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,600	1,600	1,800	1,800	1,800	1,800
ADT (FUTURE) -- 20 YEAR	2,359	2,359	2,628	2,628	2,628	2,628
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.
YEAR OF IMPROVEMENT	1975	1975	1972	1997	1997	1997
SEAL COAT YEAR	1992	1992	1992	1992	1972	1992
S/N OR D	2.9	2.9	4.2	2.1	2.8	3.2
PERCENT TRUCKS--PEAK	11	11	8	8	8	8
V/C RATIO	0.08	0.10	0.11	0.11	0.11	0.11
CRACK/ROUGH/FINAL INDEX	3.3/2.7/3.0	2.9/2.9/2.9	3.3/2.9/3.1	4.0/3.2/3.6	4.7/3.3/4.0	4.8/3.4/4.1

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN	RESURFACE
YEAR OF IMPROVEMENT	2008	2006	2009	2008
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	VERT ALIGNMENT	
SYSTEM DEFICIENCY:			SHLD WIDTH-R	
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$22,000	\$86,000	\$353,000	\$0
FOR CONSTRUCTION	\$1,163,000	\$2,913,000	\$4,320,000	\$191,000
TOTAL	\$1,185,000	\$2,999,000	\$4,673,000	\$191,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2

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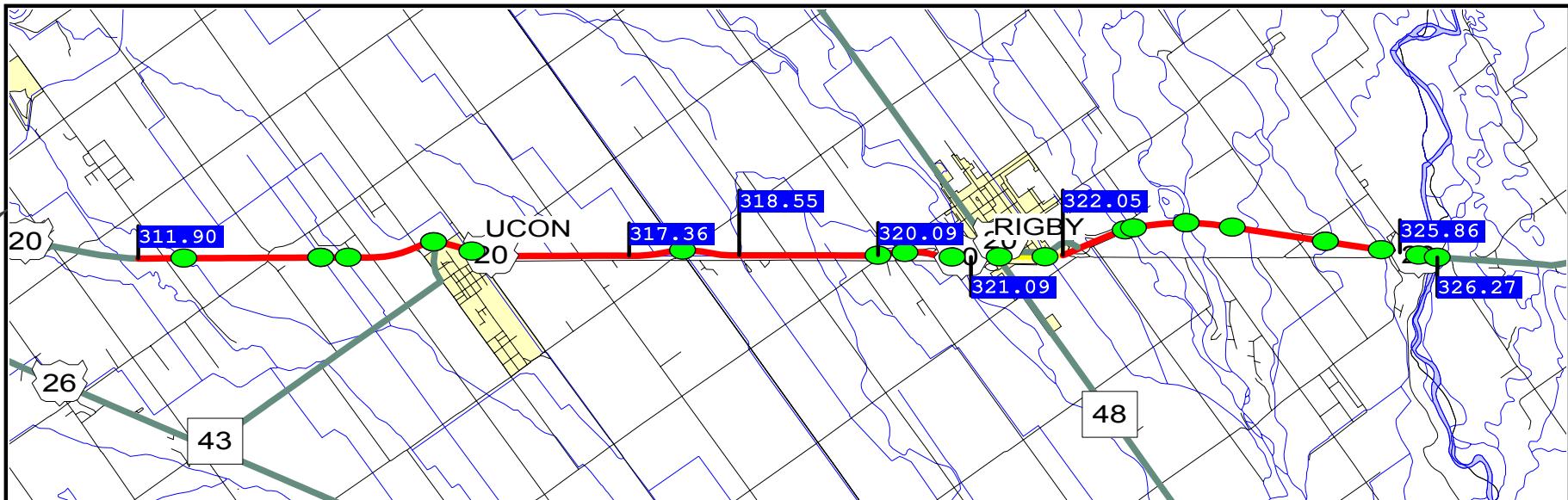
RURAL

	291.00 - 294.00 BONNEVILLE	294.00 - 301.11 BONNEVILLE	301.11 - 301.35 BONNEVILLE	301.35 - 303.60 BONNEVILLE	303.60 - 305.01 BONNEVILLE	305.01 - 305.57 BONNEVILLE
COUNTY	6	6	6	6	6	6
HIGHWAY DISTRICT #	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FUNCTIONAL CLASS	NHS	NHS	NHS	NHS	NHS	NHS
FEDERAL AID SYSTEM	NO	NO	NO	NO	NO	NO
RR-XINGS	NO	NO	NO	YES	NO	NO
STRUCTURES						
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	DENSE	DENSE	RURAL
SECTION LENGTH	3.000	7.105	0.245	2.250	1.411	0.555
NUM OF LANES (EXISTING)	2	2	2	4	4	4
LANES						
WIDTH	24	24	24	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER						
WIDTH	6	6	5	6	0	0
MATERIAL TYPE	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS	CURBED	CURBED
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,800	1,800	1,800	3,198	4,158	9,197
ADT (FUTURE) -- 20 YEAR	2,628	2,628	2,628	4,706	6,082	13,244
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	C.R.A.B.S.	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1997	2001	1972	1996	1995	1995
SEAL COAT YEAR	1992	1992	1992	1986	1986	1986
S/N OR D	3.2	2.6	3.9	5.9	5.9	5.9
PERCENT TRUCKS--PEAK	8	8	8	10	8	4
V/C RATIO	0.11	0.11	0.11	0.06	0.08	0.16
CRACK/ROUGH/FINAL INDEX	4.5/3.2/3.9	5.0/3.3/4.2	2.9/3.3/3.1	5.0/3.8/4.4	5.0/3.6/4.3	5.0/2.9/4.0

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2014	2006
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$71,000	\$2,000
FOR CONSTRUCTION	\$2,401,000	\$83,000
TOTAL	\$2,472,000	\$85,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 0 7 0

030215



RURAL

MILEPOSTS	311.90 - 317.36	317.36 - 318.55	318.55 - 320.09	320.09 - 321.09	322.05 - 325.86	325.86 - 326.27
COUNTY	BONNEVILLE	JEFFERSON	JEFFERSON	JEFFERSON	JEFFERSON	MADISON
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	YES	YES	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	5.460	1.190	1.538	1.004	3.808	0.414
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES	48	48	48	48	48	48
WIDTH	48	48	48	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	RIGID PLAIN JNT	RIGID PLAIN JNT	RIGID PLAIN JNT
SHOULDER						
WIDTH	12	12	12	10	12	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	PORTLND CC	PORTLND CC	PORTLND CC
MEDIAN WIDTH	20	20	20	15	20	20
ADT (CURRENT)	15,935	18,000	18,505	16,738	14,985	15,000
ADT (FUTURE) -- 20 YEAR	23,402	26,279	26,910	24,341	21,877	21,899
ACCESS CONTROL (CURRENT)	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN CON	REHAB CONCRETE	REHAB CONCRETE
YEAR OF IMPROVEMENT	1986	1985	1985	1977	1989	1989
SEAL COAT YEAR	1999	2002	1999	1999	----	----
S/N OR D	2.8	2.8	2.8	7	8	8
PERCENT TRUCKS--PEAK	10	8	6	6	7	7
V/C RATIO	0.28	0.32	0.33	0.30	0.27	0.27
CRACK/ROUGH/FINAL INDEX	3.5/3.6/3.8	5.0/3.4/4.2	4.0/3.3/3.7	2.0/2.4/2.3	1.8/2.5/2.2	1.8/2.6/2.2

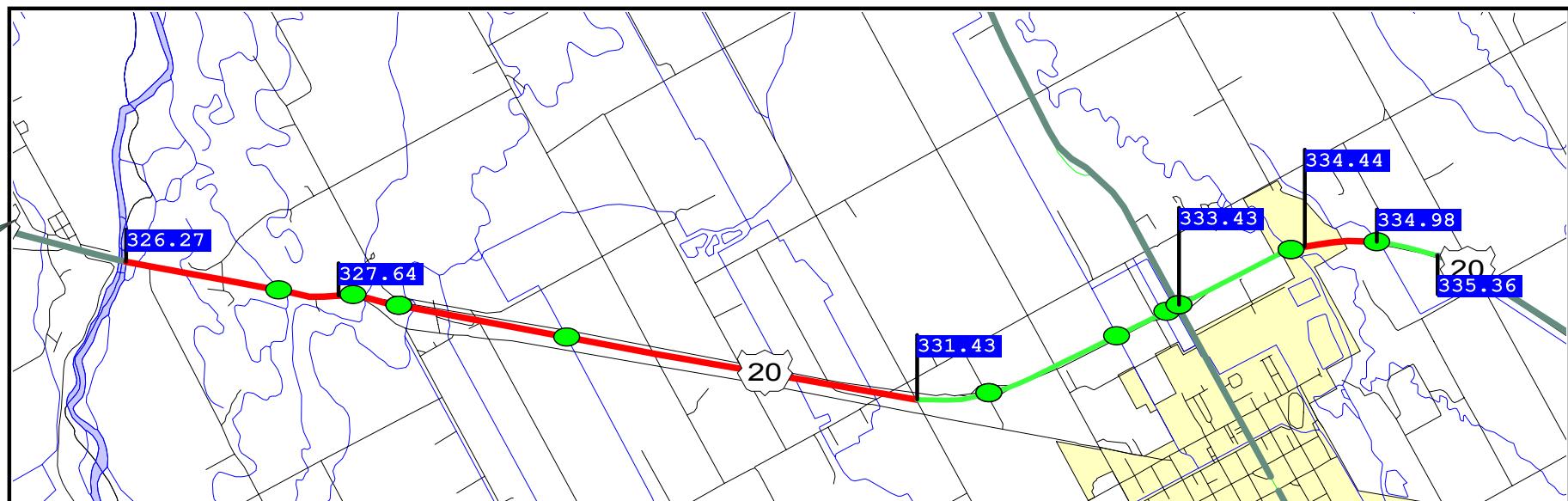
HIGHWAY IMPROVEMENT #1

PAGE 20

TYPE OF IMPROVEMENT	RESURFACE 2007	RESURFACE 2011	RESURFACE 2008	RESURFACE 2003	PAVEMNT-RECONST 2003	PAVEMNT-RECONST 2003
YEAR OF IMPROVEMENT	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:						
SYSTEM DEFICIENCY:						
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$0	\$0	\$0	\$0	\$198,000	\$22,000
FOR CONSTRUCTION	\$1,725,000	\$376,000	\$486,000	\$317,000	\$6,199,000	\$674,000
TOTAL	\$1,725,000	\$376,000	\$486,000	\$317,000	\$6,397,000	\$696,000
ACCESS CONTROL(FUTURE)	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	4	4	4	4	4	4

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 0 7 0

030215



RURAL

	326.27 - 327.64 MADISON	327.64 - 331.43 MADISON	331.43 - 333.44 MADISON	333.43 - 334.44 MADISON	334.44 - 334.98 MADISON	334.98 - 335.36 MADISON
COUNTY	MADISON	MADISON	MADISON	MADISON	MADISON	MADISON
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	YES	YES	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.366	3.787	2.008	1.003	0.546	0.377
NUM OF LANES (EXISTING)	4	4	2	2	4	4
LANES	48	48	24	24	48	48
WIDTH	48	48	24	24	48	48
MATERIAL TYPE	RIGID PLAIN JNT					
SHOULDER	10	10	8	10	10	10
WIDTH	10	10	8	10	10	10
MATERIAL TYPE	TIED PORTLND CC					
MEDIAN WIDTH	20	45	60	60	37	37
ADT (CURRENT)	13,586	11,305	10,158	7,436	6,700	6,700
ADT (FUTURE) -- 20 YEAR	19,835	16,472	14,801	11,006	9,956	9,956
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	GRD&JT SEAL CON	GRD&JT SEAL CON	NW CONS/RCN CON	NW CONS/RCN CON	NW CONS/RCN CON	NW CONS/RCN CON
YEAR OF IMPROVEMENT	1993	1997	1982	1982	1982	1982
SEAL COAT YEAR	----	----	1970	1970	1970	1970
S/N OR D	8	8	8	8	8	8
PERCENT TRUCKS--PEAK	8	7	7	12	14	14
V/C RATIO	0.24	0.20	0.43	0.32	0.12	0.12
CRACK/ROUGH/FINAL INDEX	1.9/3.3/2.6	3.0/3.6/3.3	4.1/3.7/3.9	4.0/3.5/3.8	3.5/3.5/3.5	4.0/3.6/3.8

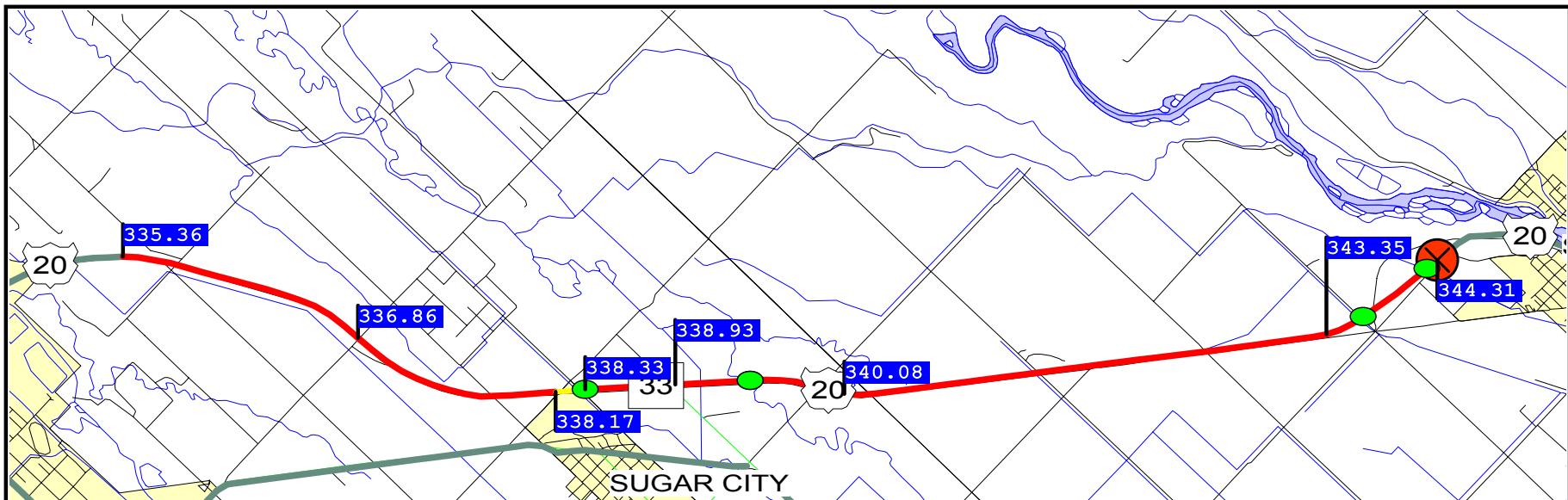
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	PAVEMNT-RECONST	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2003	2007	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	PSR < RECON-PSR		
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$71,000	\$0	\$0
FOR CONSTRUCTION	\$2,224,000	\$1,197,000	\$173,000
TOTAL	\$2,295,000	\$1,197,000	\$173,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	4	4	4

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 0 7 0

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RURAL

MILEPOSTS	335.36 - 336.86	336.86 - 338.17	338.33 - 338.93	338.93 - 340.08	340.08 - 343.35	343.35 - 344.31
COUNTY	MADISON	MADISON	MADISON	MADISON	MADISON	FREMONT
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	YES
STRUCTURES	YES	NO	NO	YES	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.498	1.306	0.595	1.153	3.270	0.958
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES	48	48	48	48	48	48
WIDTH	RIGID PLAIN JNT	RIGID PLAIN JNT	RIGID PLAIN JNT	RIGID PLAIN JNT	HIGH FLEXIBLE	RIGID PLAIN JNT
MATERIAL TYPE	TIED PORTLND CC	TIED PORTLND CC	TIED PORTLND CC	TIED PORTLND CC	BITUMINOUS	TIED PORTLND CC
SHOULDER WIDTH	10	10	10	10	5	10
MATERIAL TYPE	TIED PORTLND CC	TIED PORTLND CC	TIED PORTLND CC	TIED PORTLND CC	70	50
MEDIAN WIDTH	37	37	37	50	9,238	7,937
ADT (CURRENT)	7,537	9,700	9,700	9,400	13,434	11,565
ADT (FUTURE) -- 20 YEAR	11,112	14,078	14,106	13,643	13,434	13,434
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN CON	NW CONS/RCN CON	NW CONS/RCN CON	NW CONS/RCN CON	MILL AND INLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1982	1980	1980	1980	1996	1974
SEAL COAT YEAR	1970	1970	1988	1988	1996	----
S/N OR D	8	8	8	8	3.8	7
PERCENT TRUCKS--PEAK	11	6	6	6	6	7
V/C RATIO	0.13	0.17	0.17	0.17	0.16	0.14
CRACK/ROUGH/FINAL INDEX	3.5/2.6/3.1	1.8/2.2/2.3	1.9/2.3/2.1	1.5/2.4/2.2	3.0/2.9/3.3	4.1/2.7/3.5

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	PAVEMNT-RECONST	PAVEMNT-RECONST	PAVEMNT-RECONST	RESURFACE WITH SHLD IMPROVMENT	RESURFACE
YEAR OF IMPROVEMENT	2011	2003	2003	2003	2007	2015
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		PSR < RECON-PSR	PSR < RECON-PSR	PSR < RECON-PSR	SHLD WIDTH-R	
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$0	\$68,000	\$31,000	\$60,000	\$39,000	\$0
FOR CONSTRUCTION	\$473,000	\$2,126,000	\$969,000	\$1,877,000	\$2,080,000	\$303,000
TOTAL	\$473,000	\$2,194,000	\$1,000,000	\$1,937,000	\$2,119,000	\$303,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	4	4	4	4	4	4

RR CROSSING NUMBER
 TOTAL THROUGH TRAINS
 TOT SWITCHING TRAINS
 SPEED RANGE
 CROSSING SURFACE TYPE
 TYPES OF CONTROLS
 FLASHING LIGHTS
 CANT OVER ROAD
 MAST MOUNTED
 GATES
 SIGNS
 REFLECT. XBUCKS
 OTHER SIGNS
 HWY TRAFFIC SIGNAL
 WIGWAGS
 BELLS
 SPEED SELECTION

TYPE OF IMPROVEMENT
 YEAR OF IMPROVEMENT
 RR XING DEFICIENCY
 COST OF IMPROVEMENT
 COST CONTROL
 SURFACE
 CIRCUITRY
 TOTAL (EXCL ADMIN)
 ADMINISTRATIVE
 TOI CROSSING SURFACE

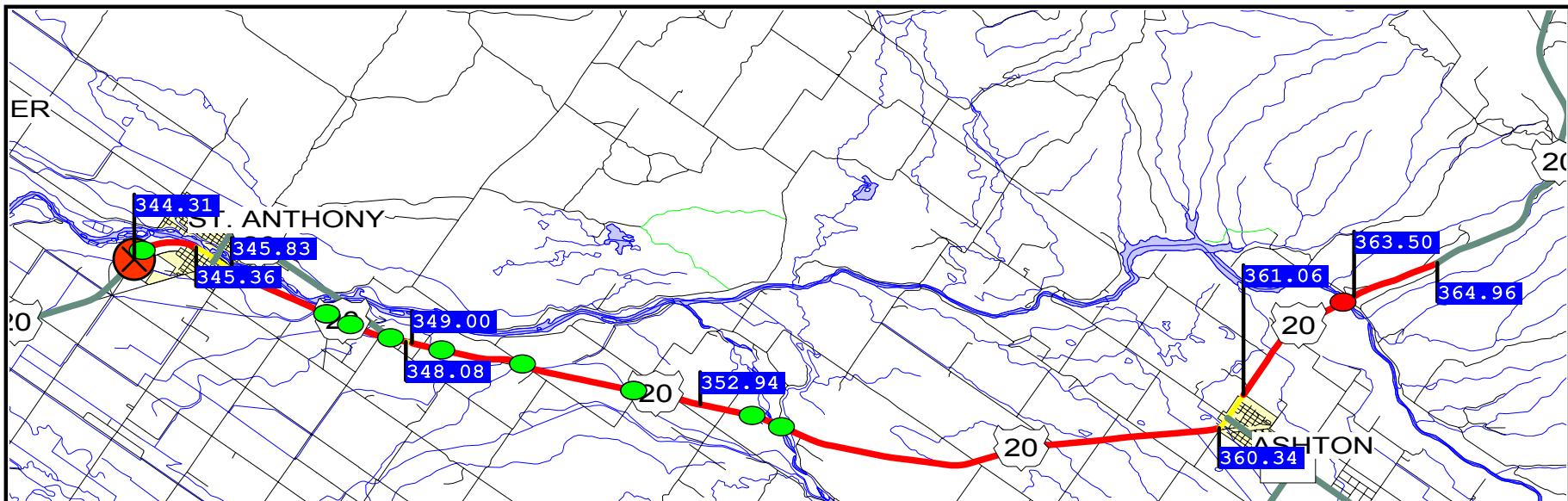
R R C R O S S I N G I M P R O V E M E N T

914248M
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 5 TO 20
 FULLWOOD PLANK
 4
 2
 2
 0
 4
 2
 2
 0
 0
 0
 1
 NO

LIGHTS/GATES
 00
 LIGHTS/GATES
 \$250,000
 \$120,000
 \$0
 \$370,000
 \$18,500
 RUBBER

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 0 7 0

030215



RURAL



MILEPOSTS	344.31 - 345.36	345.83 - 348.08	349.00 - 352.94	352.94 - 360.34	361.06 - 363.50	363.50 - 364.96
COUNTY	FREMONT	FREMONT	FREMONT	FREMONT	FREMONT	FREMONT
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	YES	YES	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.049	2.249	3.938	7.405	2.437	1.457
NUM OF LANES (EXISTING)	4	4	4	2	2	2
LANES	48	48	48	24	24	24
WIDTH	48	48	48	24	24	24
MATERIAL TYPE	RIGID PLAIN JNT	RIGID PLAIN JNT	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER	10	10	10	8	8	8
WIDTH	10	10	10	8	8	8
MATERIAL TYPE	TIED PORTLND CC	TIED PORTLND CC	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	35	40	40	--	--	--
ADT (CURRENT)	6,904	6,023	5,254	3,987	3,012	3,000
ADT (FUTURE) -- 20 YEAR	10,099	8,845	7,746	5,878	4,467	4,449
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	>= 3 LANES	TWO LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN CON	NW CONS/RCN CON	ROAD MIX OVLAY	PLNT MIX OVLAY	C.R.A.B.S.	C.R.A.B.S.
YEAR OF IMPROVEMENT	1984	1979	1960	1970	1994	1994
SEAL COAT YEAR	----	1963	1991	1995	1991	1991
S/N OR D	8	8	3.6	4.3	2.9	3.7
PERCENT TRUCKS--PEAK	8	10	11	11	12	13
V/C RATIO	0.16	0.19	0.16	0.29	0.33	0.28
CRACK/ROUGH/FINAL INDEX	3.3/2.7/3.0	1.8/2.4/2.1	2.0/2.7/2.3	2.1/3.1/2.6	3.4/3.6/3.5	3.4/3.1/3.3

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	PAVEMNT-RECONST	RESURFACE	RESURFACE	RESURFACE	RESURFACE WITH ALIGNMNT IMPROV
YEAR OF IMPROVEMENT	2010	2003	2003	2003	2006	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		PSR < RECON-PSR				VERT ALIGNMENT
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$0	\$117,000	\$0	\$0	\$0	\$58,000
FOR CONSTRUCTION	\$331,000	\$3,661,000	\$1,244,000	\$1,170,000	\$400,000	\$708,000
TOTAL	\$331,000	\$3,778,000	\$1,244,000	\$1,170,000	\$400,000	\$766,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	4	4	4	2	2	2

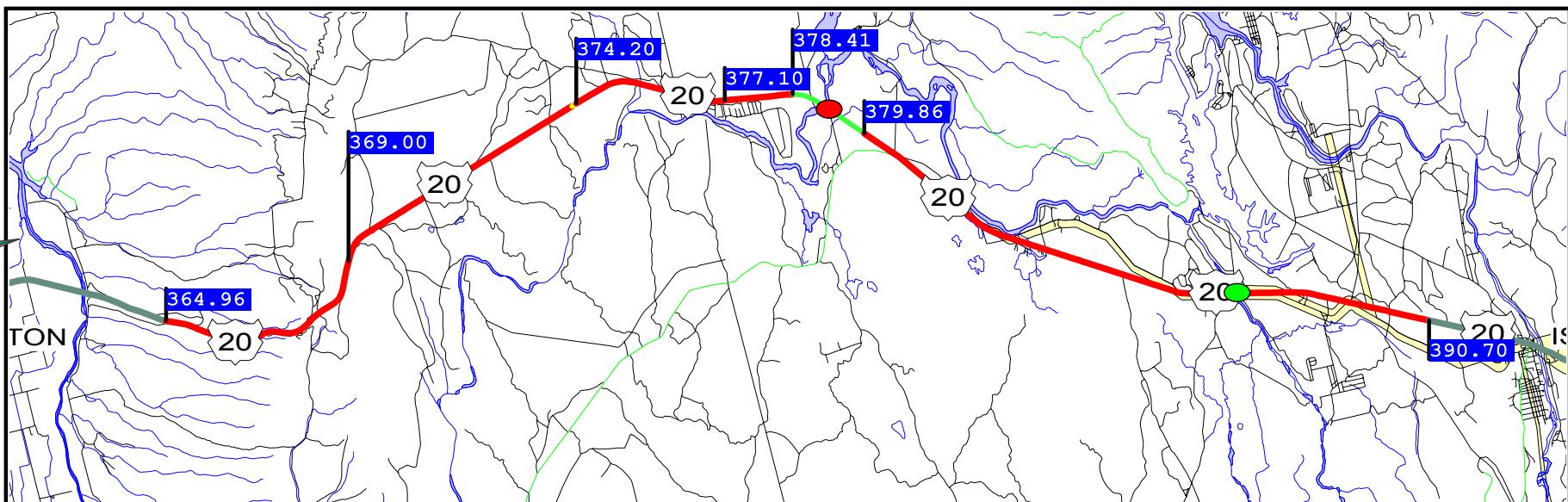
STRUCTURE IMPROVEMENTSSTRUCTURE REPLACEMENTS

BRIDGE KEY
 FEATURES
 MILEPOST
 SQUARE FOOTAGE
 PROGRAMMED YEAR
 SUFFICIENCY RATING
 WEIGHT RESTRICTION
 WIDTH RESTRICTION
 HEIGHT RESTRICTION
 DEFICIENCY

12670
 HENRY'S FK. SN
 363.37
 12561
 2002
 44.7
 NO
 NO
 NO
 STRUC DEFICENT

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 0 7 0

030215



MILEPOSTS	364.96 - 369.00	369.00 - 374.20	374.20 - 377.10	377.10 - 378.41	378.41 - 379.86	379.86 - 390.70
COUNTY	FREMONT	FREMONT	FREMONT	FREMONT	FREMONT	FREMONT
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	YES	YES
TERRAIN TYPE	MOUNTAINOUS	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	4.043	5.200	2.900	1.312	1.444	10.844
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS
SHOULDER	4	8	8	4	6	6
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	3,000	2,883	2,600	2,600	2,600	3,403
ADT (FUTURE) -- 20 YEAR	4,449	4,301	3,940	3,940	3,940	5,057
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.	NW CONS/RCN FLX	C.R.A.B.S.
YEAR OF IMPROVEMENT	1996	1997	1997	2001	2001	2001
SEAL COAT YEAR	1991	1985	1973	2001	2001	2001
S/N OR D	5.6	2.7	2.4	3.3	6.6	2.5
PERCENT TRUCKS--PEAK	13	14	20	20	20	14
V/C RATIO	0.42	0.32	0.29	0.30	0.29	0.38
CRACK/ROUGH/FINAL INDEX	3.1/2.9/3.0	5.0/3.7/4.4	4.8/3.8/4.3	5.0/3.3/4.2	5.0/3.1/4.1	5.0/3.5/4.3

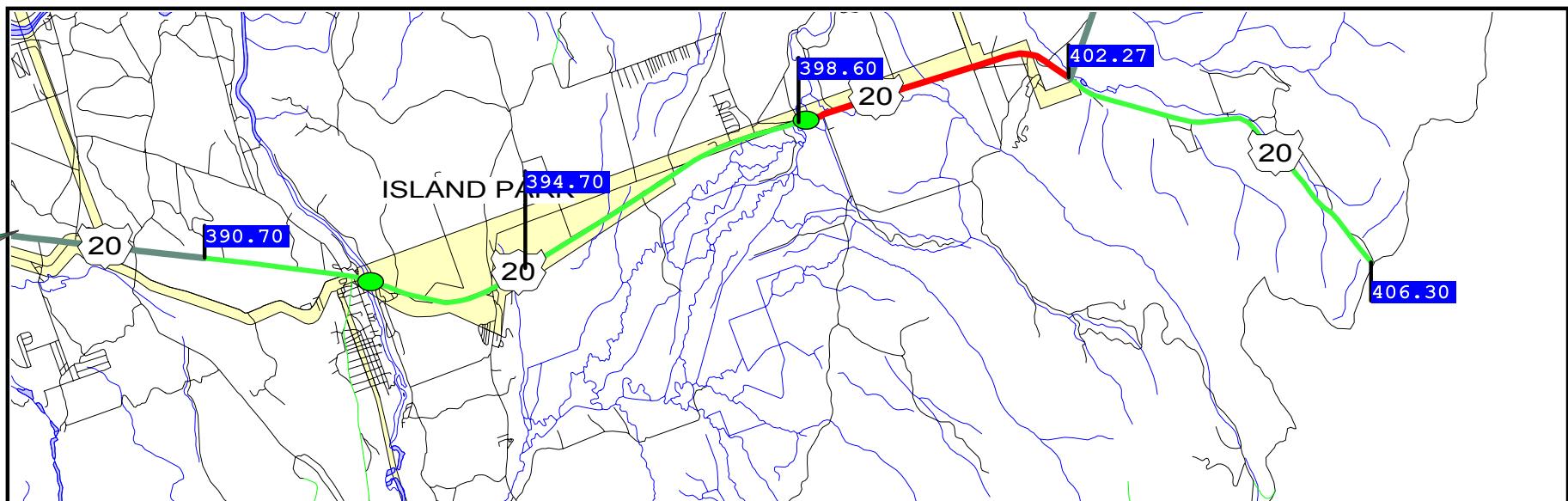
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURF W/SHLDR	RESURFACE	RESURFACE	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	IMPROVE & ALIGN 2007	2011	2011	2012	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	VERT ALIGNMENT			SHLD WIDTH-R	SHLD WIDTH-R
SYSTEM DEFICIENCY:	SHLD WIDTH-R				
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$226,000	\$0	\$0	\$13,000	\$108,000
FOR CONSTRUCTION	\$3,024,000	\$853,000	\$476,000	\$443,000	\$3,665,000
TOTAL	\$3,250,000	\$853,000	\$476,000	\$456,000	\$3,773,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

BRIDGE KEY	12675
FEATURES	HENRY'S FK. SN
MILEPOST	379.14
SQUARE FOOTAGE	8385
PROGRAMMED YEAR	1999
SUFFICIENCY RATING	0.0
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	NONE



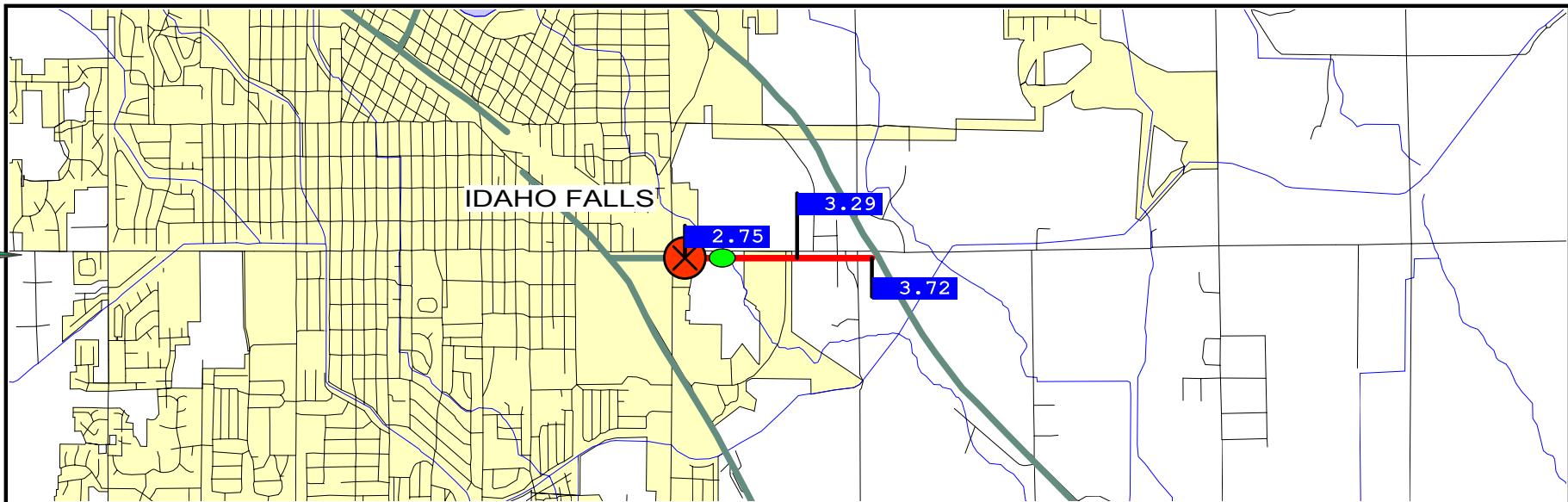
RURAL

	390.70 - 394.70 FREMONT	394.70 - 398.60 FREMONT	398.60 - 402.27 FREMONT	402.27 - 406.30 FREMONT
COUNTY	6	6	6	6
HIGHWAY DISTRICT #	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FUNCTIONAL CLASS	NHS	NHS	NHS	NHS
FEDERAL AID SYSTEM	NO	NO	NO	NO
RR-XINGS	NO	NO	YES	NO
STRUCTURES				
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING
TYPE OF DEVELOPMENT	DENSE	RURAL	RURAL	RURAL
SECTION LENGTH	4.000	3.900	3.670	4.030
NUM OF LANES (EXISTING)	2	2	2	2
LANES				
WIDTH	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	6	5	5	5
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	2,824	2,700	2,673	2,600
ADT (FUTURE) -- 20 YEAR	4,180	3,989	3,895	3,848
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	MILL AND INLAY	MILL AND INLAY	MILL AND INLAY
YEAR OF IMPROVEMENT	2001	1994	1994	1994
SEAL COAT YEAR	2001	1999	1999	1999
S/N OR D	3.4	5.0	1.9	3.5
PERCENT TRUCKS--PEAK	12	12	12	12
V/C RATIO	0.26	0.26	0.25	0.29
CRACK/ROUGH/FINAL INDEX	5.0/3.3/4.2	4.8/3.9/4.4	4.5/3.5/4.0	4.7/3.7/4.2

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMNT
YEAR OF IMPROVEMENT	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$22,000
FOR CONSTRUCTION	\$1,167,000
TOTAL	\$1,189,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 0 7 3

030215



MILEPOSTS	2.75 - 3.29	3.29 - 3.72
COUNTY	BONNEVILLE	BONNEVILLE
HIGHWAY DISTRICT #	6	6
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	0.543	0.423
NUM OF LANES (EXISTING)	2	4
LANES		
WIDTH	24	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	5	5
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	12,000	11,549
ADT (FUTURE) -- 20 YEAR	19,663	18,924
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	NO
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1995	1995
SEAL COAT YEAR	----	----
S/N OR D	2.6	2.6
PERCENT TRUCKS--PEAK	4	4
V/C RATIO	0.52	0.21
CRACK/ROUGH/FINAL INDEX	4.5/3.2/3.9	4.4/3.1/3.8

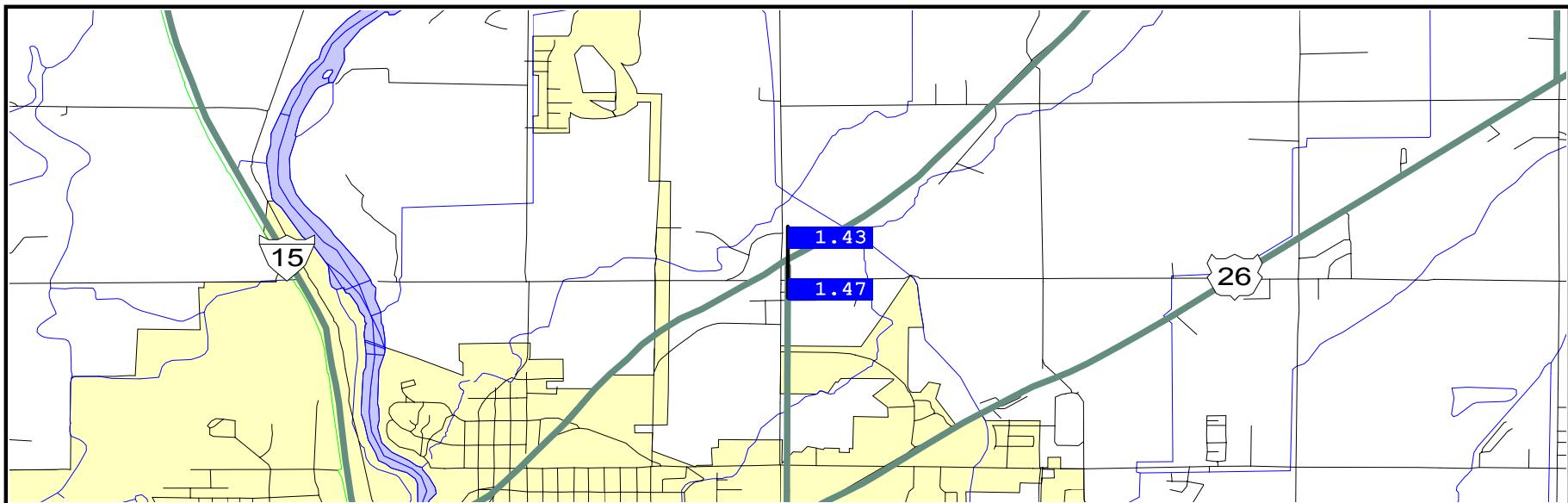
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2010	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$2,000	\$3,000
FOR CONSTRUCTION	\$146,000	\$227,000
TOTAL	\$148,000	\$230,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	4

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 4 1 4 0

030215



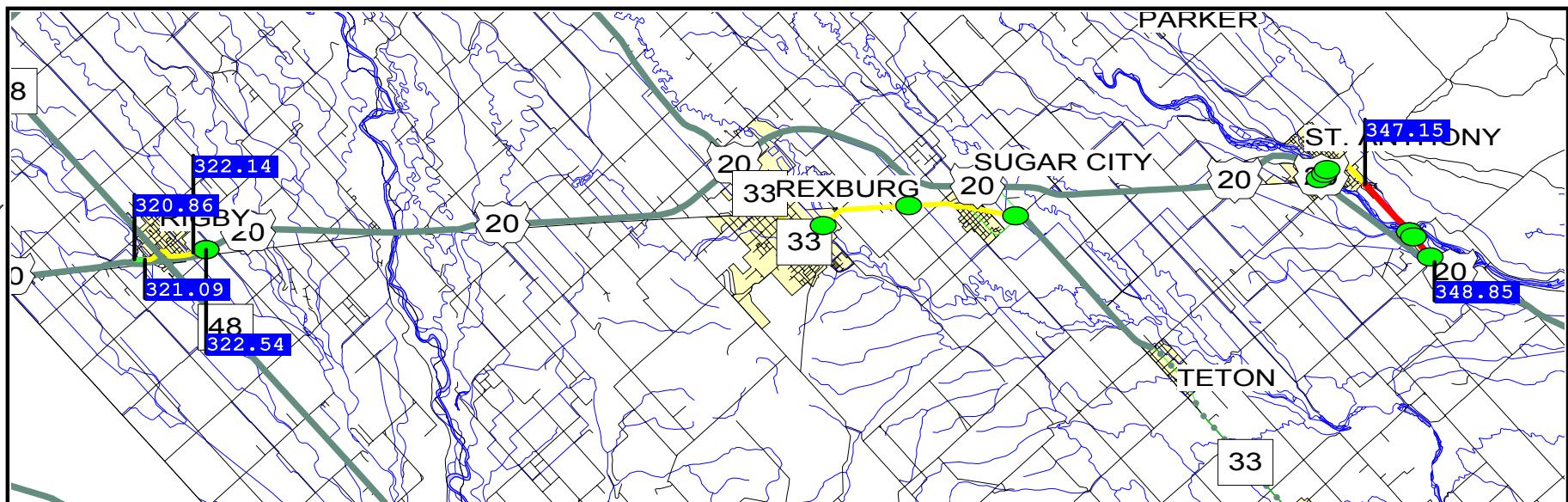
RURAL

MILEPOSTS	1.43 - 1.47
COUNTY	BONNEVILLE
HIGHWAY DISTRICT #	6
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	0.042
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	BIT-SURF-TREATD
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
ADT (CURRENT)	4,600
ADT (FUTURE) -- 20 YEAR	6,183
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1987
SEAL COAT YEAR	----
S/N OR D	2.8
PERCENT TRUCKS--PEAK	9
V/C RATIO	0.09
CRACK/ROUGH/FINAL INDEX	3.0/3.1/3.0

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	PAVEMNT-RECONST
YEAR OF IMPROVEMENT	2008
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SURFACE TYPE
SYSTEM DEFICIENCY:	PSR < RECON-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$2,000
FOR CONSTRUCTION	\$56,000
TOTAL	\$58,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	4



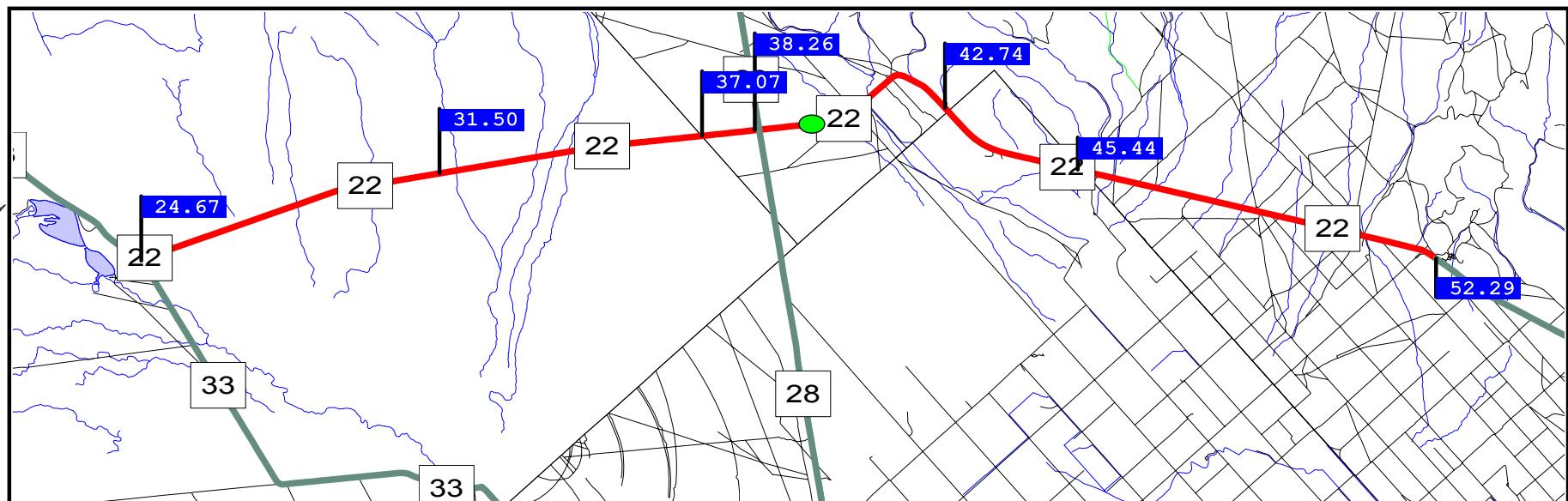
RURAL

	320.86 - 321.09 JEFFERSON	322.14 - 322.54 JEFFERSON	347.15 - 348.85 FREMONT
COUNTY	6	6	6
HIGHWAY DISTRICT #	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FUNCTIONAL CLASS	NON-NHS	NON-NHS	NON-NHS
FEDERAL AID SYSTEM	NO	NO	NO
RR-XINGS	NO	YES	YES
STRUCTURES	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TERRAIN TYPE	RURAL	RURAL	RURAL
TYPE OF DEVELOPMENT	0.232	0.405	1.700
SECTION LENGTH	2	2	2
NUM OF LANES (EXISTING)			
LANES	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	STABILIZED
SHOULDER	8	6	2
WIDTH	--	--	--
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	STABILIZED
MEDIAN WIDTH			
ADT (CURRENT)	3,800	4,068	1,284
ADT (FUTURE) -- 20 YEAR	5,008	5,361	1,969
ACCESS CONTROL (CURRENT)	NO CONTROL	PARTIAL CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	ROAD MIX OVLAY
YEAR OF IMPROVEMENT	1971	1974	1960
SEAL COAT YEAR	2002	2002	2002
S/N OR D	2.8	2.8	3.9
PERCENT TRUCKS--PEAK	1	1	5
V/C RATIO	0.14	0.15	0.10
CRACK/ROUGH/FINAL INDEX	4.5/2.6/3.8	4.5/2.3/3.6	2.4/2.5/2.4

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2006
YEAR OF IMPROVEMENT	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
SYSTEM DEFICIENCY:	
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$7,000
FOR CONSTRUCTION	\$374,000
TOTAL	\$381,000
ACCESS CONTROL (FUTURE)	NO CONTROL
NUM OF LANES (DES.)	2

STRUCTURE IMPROVEMENTSSTRUCTURE REPLACEMENTS

BRIDGE KEY	12740
FEATURES	HENRY'S FK. SN
MILEPOST	348.11
SQUARE FOOTAGE	6039
PROGRAMMED YEAR	
SUFFICIENCY RATING	14.1
WEIGHT RESTRICTION	YES
WIDTH RESTRICTION	YES
HEIGHT RESTRICTION	YES
DEFICIENCY	STRUC DEFICIENT



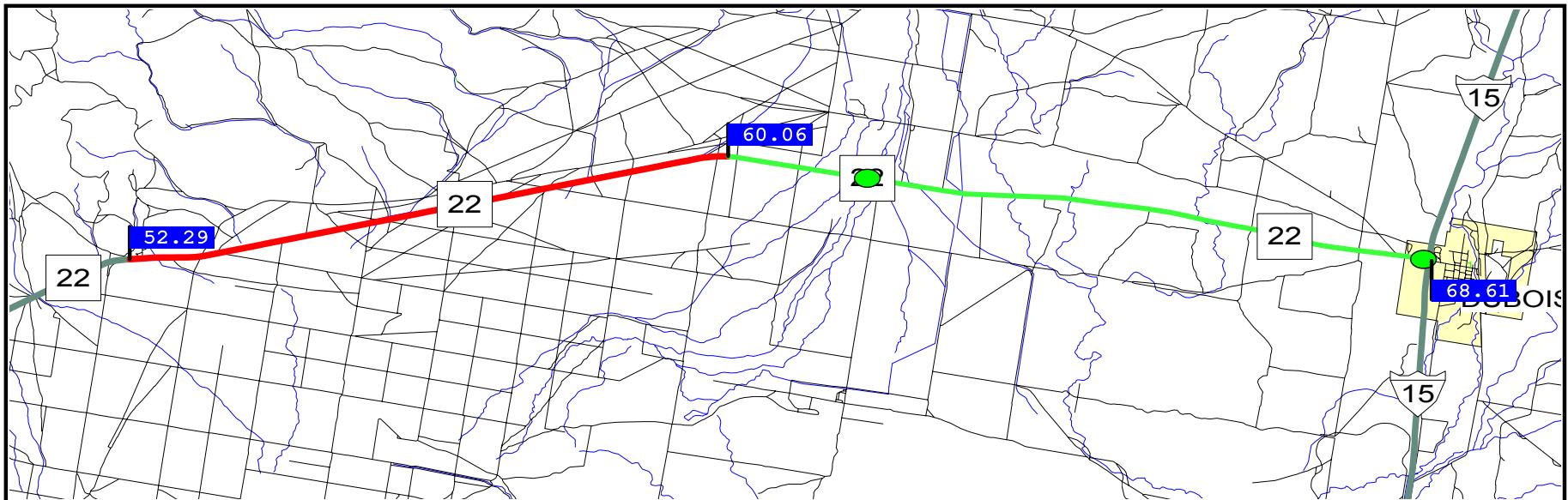
RURAL

	24.67 - 31.50 COUNTY HIGHWAY DISTRICT # FUNCTIONAL CLASS FEDERAL AID SYSTEM RR-XINGS STRUCTURES TERRAIN TYPE TYPE OF DEVELOPMENT SECTION LENGTH NUM OF LANES (EXISTING) LANES	31.50 - 37.07 COUNTY HIGHWAY DISTRICT # FUNCTIONAL CLASS FEDERAL AID SYSTEM RR-XINGS STRUCTURES TERRAIN TYPE TYPE OF DEVELOPMENT SECTION LENGTH NUM OF LANES (EXISTING) LANES	37.07 - 38.26 COUNTY HIGHWAY DISTRICT # FUNCTIONAL CLASS FEDERAL AID SYSTEM RR-XINGS STRUCTURES TERRAIN TYPE TYPE OF DEVELOPMENT SECTION LENGTH NUM OF LANES (EXISTING) LANES	38.26 - 42.74 COUNTY HIGHWAY DISTRICT # FUNCTIONAL CLASS FEDERAL AID SYSTEM RR-XINGS STRUCTURES TERRAIN TYPE TYPE OF DEVELOPMENT SECTION LENGTH NUM OF LANES (EXISTING) LANES	42.74 - 45.44 COUNTY HIGHWAY DISTRICT # FUNCTIONAL CLASS FEDERAL AID SYSTEM RR-XINGS STRUCTURES TERRAIN TYPE TYPE OF DEVELOPMENT SECTION LENGTH NUM OF LANES (EXISTING) LANES	45.44 - 52.29 COUNTY HIGHWAY DISTRICT # FUNCTIONAL CLASS FEDERAL AID SYSTEM RR-XINGS STRUCTURES TERRAIN TYPE TYPE OF DEVELOPMENT SECTION LENGTH NUM OF LANES (EXISTING) LANES
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	BIT PENETRATION	BIT PENETRATION	BIT PENETRATION	BIT PENETRATION	BIT PENETRATION	BIT PENETRATION
SHOULDER						
WIDTH	2	2	2	6	2	1
MATERIAL TYPE	COMBINATION	COMBINATION	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	270	270	270	216	250	238
ADT (FUTURE) -- 20 YEAR	346	346	346	267	309	296
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1964	1964	1964	1959	1959	1959
SEAL COAT YEAR	1989	1989	1989	1991	1991	1992
S/N OR D	1.0	1.0	1.0	1.0	1.0	1.0
PERCENT TRUCKS--PEAK	23	23	23	8	8	12
V/C RATIO	0.03	0.03	0.03	0.02	0.02	0.02
CRACK/ROUGH/FINAL INDEX	2.5/3.9/3.1	3.0/4.0/3.4	2.4/3.7/2.9	2.3/3.8/2.9	2.5/3.9/3.1	3.0/3.3/3.1

HIGHWAY IMPROVEMENT #1

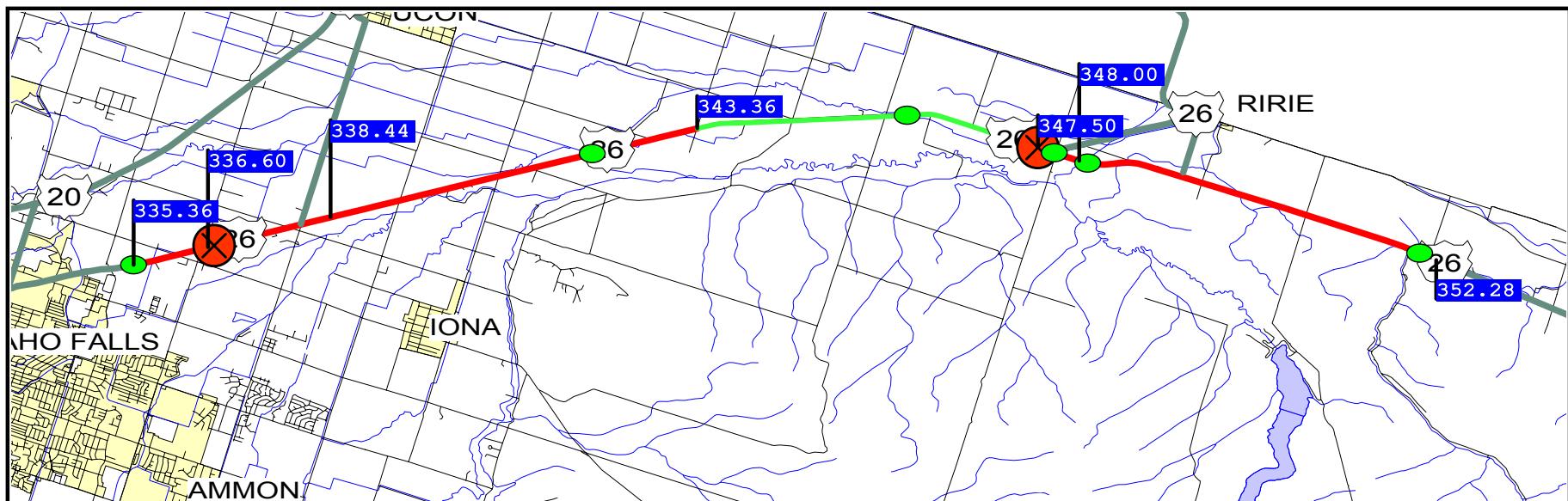
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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE	RESURFACE	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2006	2008	2006	2005	2006	2008
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:						SHLD WIDTH-R
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$0	\$0	\$0	\$0	\$0	\$27,000
FOR CONSTRUCTION	\$943,000	\$769,000	\$164,000	\$619,000	\$372,000	\$1,508,000
TOTAL	\$943,000	\$769,000	\$164,000	\$619,000	\$372,000	\$1,535,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	2	2	2	2	2	2



	52.29 - 60.06	60.06 - 68.61
COUNTY	CLARK	CLARK
HIGHWAY DISTRICT #	6	6
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	7.767	8.547
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	BIT PENETRATION	BIT PENETRATION
SHOULDER		
WIDTH	2	2
MATERIAL TYPE	BITUMINOUS	COMBINATION
MEDIAN WIDTH	--	--
ADT (CURRENT)	203	418
ADT (FUTURE) -- 20 YEAR	259	519
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CON/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1953	1999
SEAL COAT YEAR	1992	1999
S/N OR D	1.5	2.8
PERCENT TRUCKS--PEAK	21	10
V/C RATIO	0.02	0.04
CRACK/ROUGH/FINAL INDEX	2.4/3.4/2.8	5.0/3.8/4.5

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2006
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$1,072,000
TOTAL	\$1,072,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2



RURAL

MILEPOSTS	335.36 - 336.60	336.60 - 338.44	338.44 - 343.36	343.36 - 347.50	347.50 - 348.00	348.00 - 352.28
COUNTY	BONNEVILLE	BONNEVILLE	BONNEVILLE	BONNEVILLE	BONNEVILLE	BONNEVILLE
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	YES	NO	NO	YES	NO	NO
STRUCTURES	YES	NO	YES	NO	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.232	1.844	4.915	4.145	0.500	4.284
NUM OF LANES (EXISTING)	4	4	2	2	4	2
LANES	48	48	24	24	48	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS
SHOULDER	2	4	6	6	2	5
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	10,000	8,342	6,764	4,933	3,625	3,450
ADT (FUTURE) -- 20 YEAR	14,400	12,084	9,856	7,188	5,292	5,047
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	>= 3 LANES	TWO LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1983	1983	1994	1994	1969	1969
SEAL COAT YEAR	1993	1993	1958	1958	1999	1999
S/N OR D	1.9	1.9	3.5	3.5	3.6	3.6
PERCENT TRUCKS--PEAK	3	5	7	7	8	8
V/C RATIO	0.18	0.15	0.29	0.21	0.06	0.28
CRACK/ROUGH/FINAL INDEX	2.4/2.3/2.4	2.6/2.5/2.6	4.8/3.7/4.3	4.9/3.9/4.4	3.2/2.8/3.0	3.5/3.0/3.3

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT				
YEAR OF IMPROVEMENT	2003	2004	2015	2008	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR				
SYSTEM DEFICIENCY:	SHLD WIDTH-R				
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$15,000	\$22,000	\$29,000	\$6,000	\$43,000
FOR CONSTRUCTION	\$784,000	\$1,173,000	\$1,563,000	\$318,000	\$1,448,000
TOTAL	\$799,000	\$1,195,000	\$1,592,000	\$324,000	\$1,491,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	4	4	2	4	2

RR CROSSING NUMBER 812104A
 TOTAL THROUGH TRAINS 2
 TOT SWITCHING TRAINS 0
 SPEED RANGE 5 TO 20
 CROSSING SURFACE TYPE SECTION TIMBER

TYPES OF CONTROLS
 FLASHING LIGHTS 4
 CANT OVER ROAD 0
 CANT NOT OVR ROAD 2
 MAST MOUNTED 2
 GATES 0
 SIGNS 2
 REFLECT. XBUCKS 2
 HWY TRAFFIC SIGNAL 0
 WIGWAGS 0
 BELLS 0

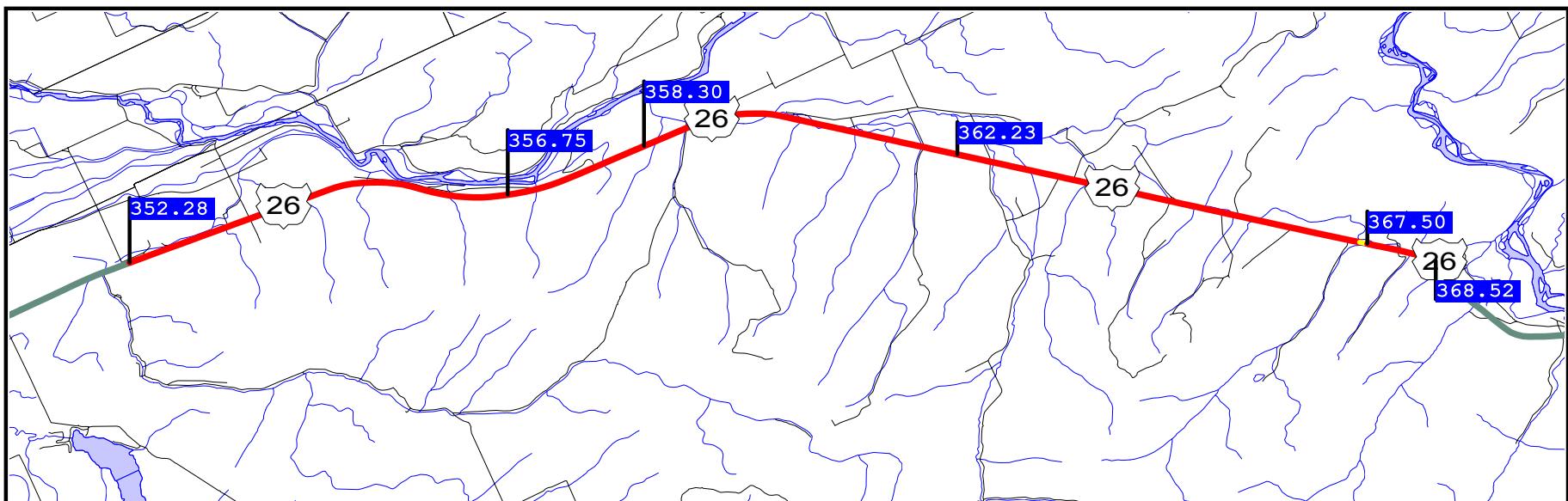
SPEED SELECTION NOT APPLICABLE

TYPE OF IMPROVEMENT LIGHTS/GATES
 YEAR OF IMPROVEMENT 00
 RR XING DEFICIENCY LIGHTS/GATES
 COST OF IMPROVEMENT
 COST CONTROL \$250,000
 SURFACE \$120,000
 CIRCUITRY \$0
 TOTAL (EXCL ADMIN) \$370,000
 ADMINISTRATIVE \$18,500
 TOI CROSSING SURFACE RUBBER

812138U
 2
 0
 5 TO 20
 SECTION TIMBER
 4
 2
 0
 2
 0
 2
 2
 0
 0
 0
 0
 NOT APPLICABLE

R R C R O S S I N G I M P R O V E M E N T

LIGHTS/GATES
 05
 LIGHTS/GATES
 \$250,000
 \$60,000
 \$0
 \$310,000
 \$15,500
 RUBBER



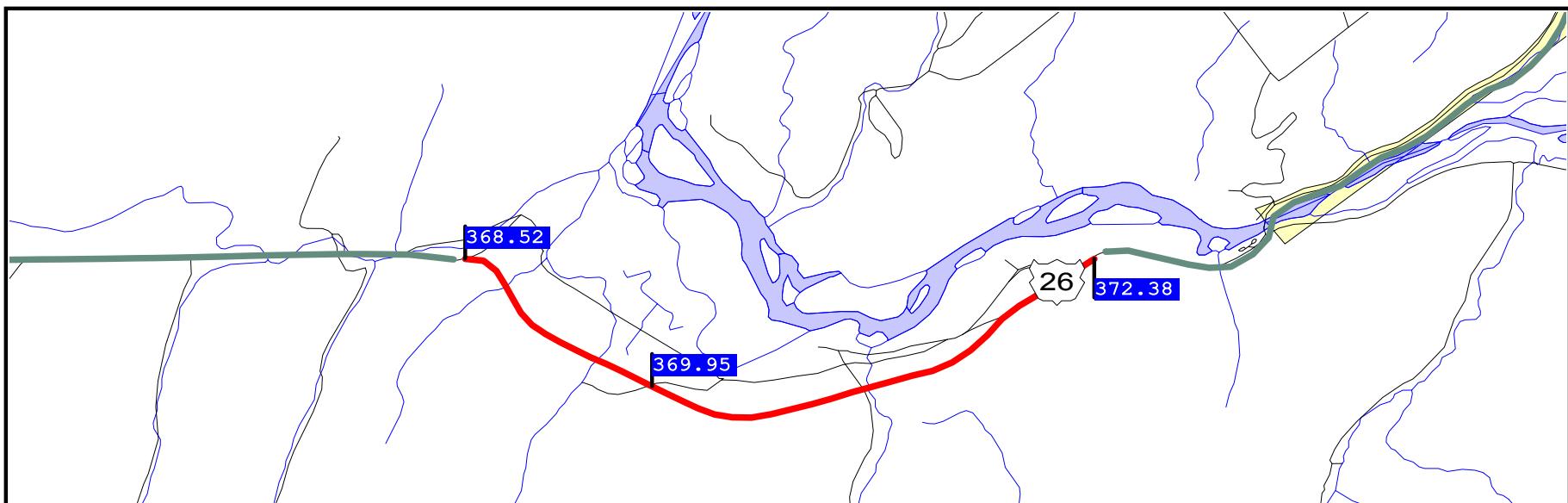
RURAL

MILEPOSTS	352.28 - 356.75	356.75 - 358.30	358.30 - 362.23	362.23 - 367.50	367.50 - 368.52
COUNTY	BONNEVILLE	BONNEVILLE	BONNEVILLE	BONNEVILLE	BONNEVILLE
HIGHWAY DISTRICT #	6	6	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	4.466	1.550	3.928	5.272	1.020
NUM OF LANES (EXISTING)	2	3	2	2	3
LANES					
WIDTH	24	36	24	24	36
MATERIAL TYPE	HIGH FLEXIBLE				
SHOULDER					
WIDTH	4	5	4	5	5
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--
ADT (CURRENT)	3,466	3,400	3,400	3,289	3,100
ADT (FUTURE) -- 20 YEAR	5,100	5,013	5,013	4,849	4,579
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CON/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1969	1970	1970	1970	1970
SEAL COAT YEAR	1999	1999	1999	1999	2001
S/N OR D	3.6	3.2	3.2	3.2	3.2
PERCENT TRUCKS--PEAK	10	11	11	11	12
V/C RATIO	0.31	0.20	0.31	0.31	0.20
CRACK/ROUGH/FINAL INDEX	2.4/3.0/2.7	2.4/3.0/2.7	3.0/3.0/3.0	3.0/3.0/3.0	3.3/3.0/3.2

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT				
YEAR OF IMPROVEMENT	2003	2003	2006	2006	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR				
SYSTEM DEFICIENCY:	SHLD WIDTH-R				
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$45,000	\$23,000	\$39,000	\$53,000	\$15,000
FOR CONSTRUCTION	\$1,510,000	\$786,000	\$1,328,000	\$1,782,000	\$517,000
TOTAL	\$1,555,000	\$809,000	\$1,367,000	\$1,835,000	\$532,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	2	3	2	2	3

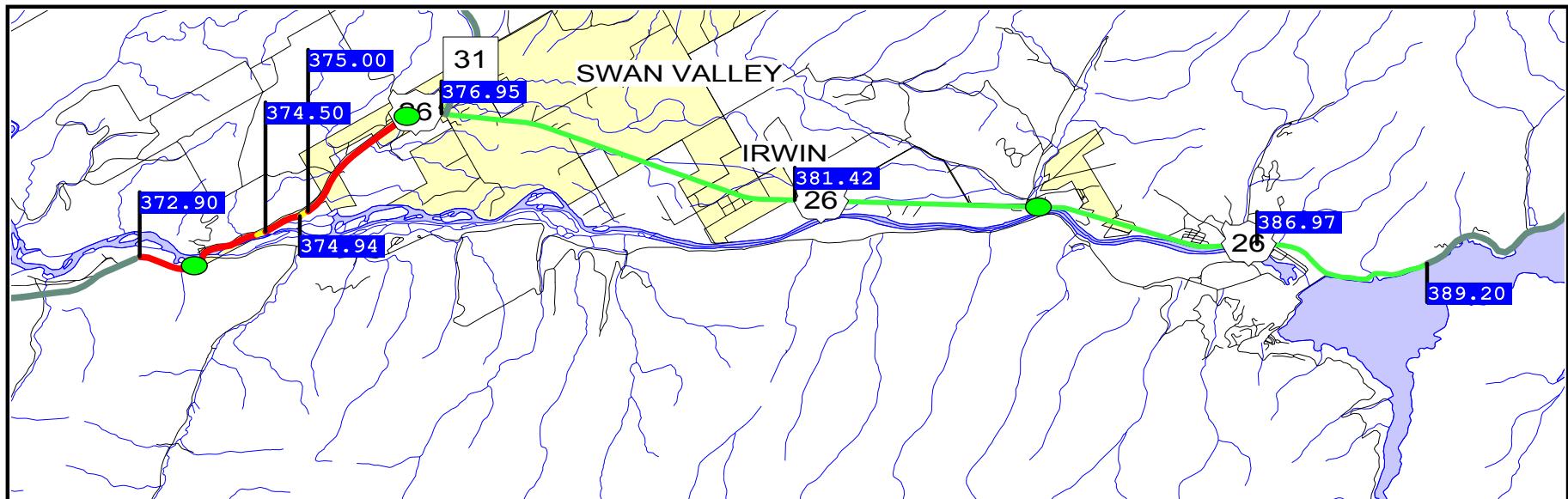


MILEPOSTS	368.52 - 369.95	369.95 - 372.38
COUNTY	BONNEVILLE	BONNEVILLE
HIGHWAY DISTRICT #	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
TERRAIN TYPE	MOUNTAINOUS	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	1.430	2.430
NUM OF LANES (EXISTING)	3	2
LANES		
WIDTH	36	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	6	5
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	3,100	3,100
ADT (FUTURE) -- 20 YEAR	4,579	4,579
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1984	1984
SEAL COAT YEAR	----	----
S/N OR D	2.5	2.5
PERCENT TRUCKS--PEAK	12	12
V/C RATIO	0.23	0.29
CRACK/ROUGH/FINAL INDEX	2.4/2.7/2.5	2.9/3.1/3.0

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVEMENT
YEAR OF IMPROVEMENT	2003	2005
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$24,000
FOR CONSTRUCTION	\$558,000	\$821,000
TOTAL	\$558,000	\$845,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	3	2



RURAL

	372.90 - 374.50 BONNEVILLE	374.50 - 374.94 BONNEVILLE	375.00 - 376.95 BONNEVILLE	376.95 - 381.42 BONNEVILLE	381.42 - 386.97 BONNEVILLE	386.97 - 389.20 BONNEVILLE
COUNTY	BONNEVILLE	BONNEVILLE	BONNEVILLE	BONNEVILLE	BONNEVILLE	BONNEVILLE
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	YES	NO	YES	NO
TERRAIN TYPE	MOUNTAINOUS	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	DENSE	DENSE	RURAL	RURAL	RURAL
SECTION LENGTH	1.600	0.440	1.950	4.469	5.551	2.230
NUM OF LANES (EXISTING)	3	2	2	2	2	2
LANES	36	24	24	24	24	24
WIDTH	36	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE					
SHOULDER	5	2	3	3	3	3
WIDTH	BITUMINOUS	STABILIZED	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS
MATERIAL TYPE	--	--	--	--	--	--
MEDIAN WIDTH	3,369	3,500	3,500	2,445	1,850	1,800
ADT (CURRENT)	4,938	5,110	5,110	3,605	2,717	2,638
ADT (FUTURE) -- 20 YEAR	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
ACCESS CONTROL (CURRENT)	TWO LANES	PARTIAL LANE				
WIDENING FEASIBLE?	.	.	.	.	.	.
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1981	1973	1973	1993	1993	1993
SEAL COAT YEAR	2001	2001	2001	2001	2001	2001
S/N OR D	2.4	2.8	2.8	3.6	3.6	3.1
PERCENT TRUCKS--PEAK	9	8	8	11	10	9
V/C RATIO	0.24	0.33	0.32	0.20	0.15	0.22
CRACK/ROUGH/FINAL INDEX	4.0/2.6/3.3	2.4/2.8/2.6	2.4/2.6/2.5	5.0/3.6/4.3	5.0/3.5/4.3	5.0/3.3/4.2

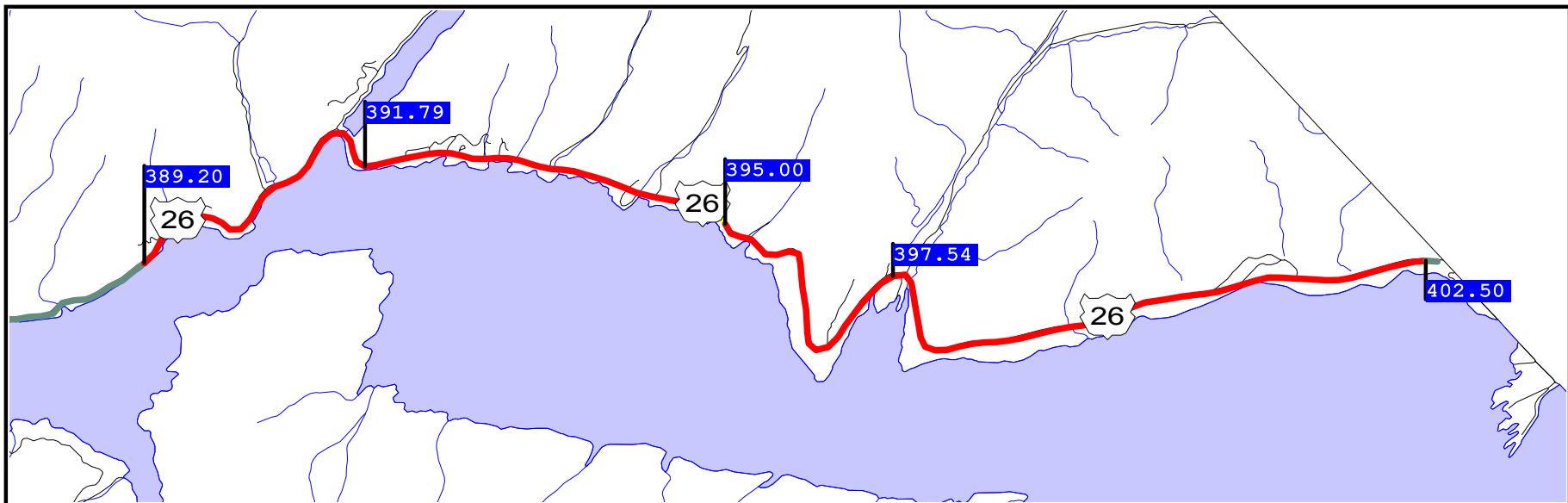
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2008	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$29,000	\$4,000	\$20,000
FOR CONSTRUCTION	\$1,042,000	\$149,000	\$659,000
TOTAL	\$1,071,000	\$153,000	\$679,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL
NUM OF LANES(DES.)	3	2	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 4 0

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RURAL

	389.20 - 391.79 BONNEVILLE	391.79 - 395.00 BONNEVILLE	395.00 - 397.54 BONNEVILLE	397.54 - 402.50 BONNEVILLE
COUNTY	6	6	6	6
HIGHWAY DISTRICT #	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FUNCTIONAL CLASS	NHS	NHS	NHS	NHS
FEDERAL AID SYSTEM	NO	NO	NO	NO
RR-XINGS	NO	NO	NO	NO
STRUCTURES				
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	2.593	3.207	2.538	4.962
NUM OF LANES (EXISTING)	2	2	2	2
LANES				
WIDTH	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	3	3	3	2
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	1,800	1,800	1,800	1,771
ADT (FUTURE) -- 20 YEAR	2,638	2,638	2,638	2,596
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	PARTIAL LANE	PARTIAL LANE	PARTIAL LANE	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1993	1993	1993	1993
SEAL COAT YEAR	1986	1986	1986	1986
S/N OR D	2.7	2.7	2.7	2.7
PERCENT TRUCKS--PEAK	9	9	9	9
V/C RATIO	0.22	0.22	0.22	0.22
CRACK/ROUGH/FINAL INDEX	4.0/3.6/3.8	4.7/3.6/4.2	4.1/3.5/3.8	4.1/3.5/3.8

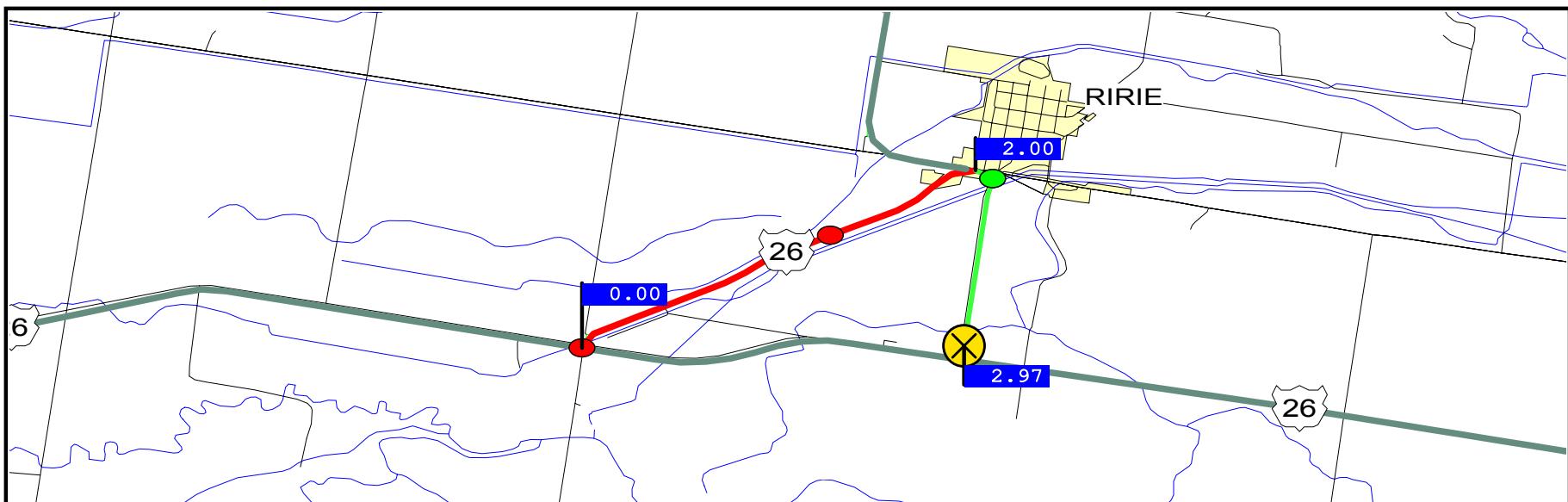
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT			
YEAR OF IMPROVEMENT	2010	2013	2011	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$31,000	\$38,000	\$30,000	\$60,000
FOR CONSTRUCTION	\$1,125,000	\$1,392,000	\$1,101,000	\$2,154,000
TOTAL	\$1,156,000	\$1,430,000	\$1,131,000	\$2,214,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 4 1

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RURAL

MILEPOSTS	0.00 - 2.00	2.00 - 2.97
COUNTY	BONNEVILLE	BONNEVILLE
HIGHWAY DISTRICT #	6	6
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	YES
STRUCTURES	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	1.996	0.978
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	1	5
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	2,219	2,100
ADT (FUTURE) -- 20 YEAR	3,636	3,441
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1955	1969
SEAL COAT YEAR	1999	1999
S/N OR D	2.7	3.6
PERCENT TRUCKS--PEAK	3	2
V/C RATIO	0.11	0.10
CRACK/ROUGH/FINAL INDEX	3.5/2.7/3.2	3.9/2.3/3.3

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2012
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$8,000
FOR CONSTRUCTION	\$439,000
TOTAL	\$447,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	2

STRUCTURE IMPROVEMENTSSTRUCTURE REPLACEMENTS

BRIDGE KEY	13300
FEATURES	ANDERSON CANAL
MILEPOST	0.03
SQUARE FOOTAGE	1541
PROGRAMMED YEAR	2003
SUFFICIENCY RATING	90.9
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICENT

STRUCTURE REPLACEMENTS

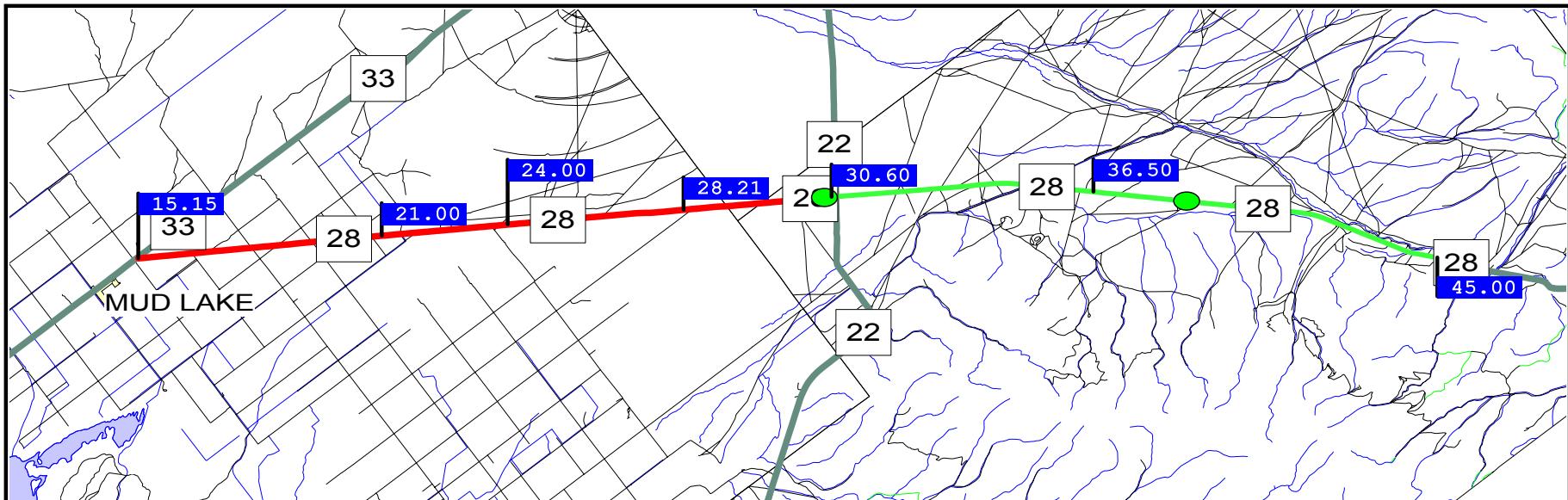
BRIDGE KEY	13310
FEATURES	ENTERPRISE CAN
MILEPOST	1.29
SQUARE FOOTAGE	538
PROGRAMMED YEAR	
SUFFICIENCY RATING	57.2
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICENT

RR CROSSING NUMBER
TOTAL THROUGH TRAINS
TOT SWITCHING TRAINS
SPEED RANGE
CROSSING SURFACE TYPE
TYPES OF CONTROLS
FLASHING LIGHTS
CANT OVER ROAD
MAST MOUNTED
GATES
SIGNS
REFLECT. XBUCKS
HWY TRAFFIC SIGNAL
WIGWAGS
BELLS
SPEED SELECTION

812141C
2
0
0 TO 20
RUBBER
4
2
2
0
2
2
0
0
1
NO

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 5 0 0

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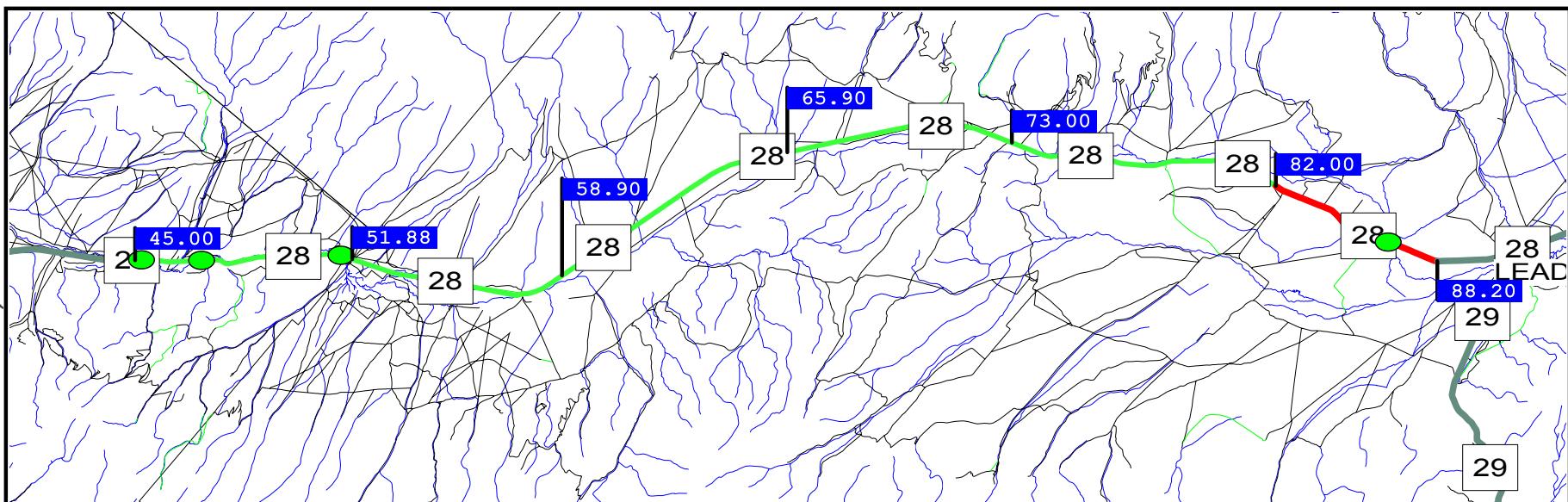
RURAL

MILEPOSTS	15.15 - 21.00	21.00 - 24.00	24.00 - 28.21	28.21 - 30.60	30.60 - 36.50	36.50 - 45.00
COUNTY	JEFFERSON	JEFFERSON	JEFFERSON	CLARK	CLARK	CLARK
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	5.854	2.996	4.209	2.391	5.900	8.500
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	BIT PENETRATION	BIT PENETRATION	BIT PENETRATION	HIGH FLEXIBLE	BIT PENETRATION
SHOULDER	5	1	1	1	3	3
WIDTH	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	COMBINATION	COMBINATION
MATERIAL TYPE	--	--	--	--	--	--
MEDIAN WIDTH	712	610	597	450	491	490
ADT (CURRENT)	953	818	804	630	661	659
ADT (FUTURE) -- 20 YEAR	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
ACCESS CONTROL (CURRENT)	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
WIDENING FEASIBLE?	.	.	.	.	.	.
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PAVMT XTNG GRVL	PAVMT XTNG GRVL	PAVMT XTNG GRVL	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1968	1946	1946	1946	1994	1994
SEAL COAT YEAR	1999	1999	1999	1999	2000	2000
S/N OR D	1.3	1.2	1.2	1.2	2.2	2.0
PERCENT TRUCKS--PEAK	7	8	8	8	8	9
V/C RATIO	0.04	0.04	0.04	0.03	0.04	0.04
CRACK/ROUGH/FINAL INDEX	4.0/3.0/3.6	2.8/3.3/3.0	2.4/3.1/2.7	2.0/3.2/2.5	5.0/3.7/4.4	4.5/3.7/4.1

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT			
YEAR OF IMPROVEMENT	2009	2005	2004	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$23,000	\$12,000	\$17,000	\$10,000
FOR CONSTRUCTION	\$1,569,000	\$803,000	\$1,128,000	\$641,000
TOTAL	\$1,592,000	\$815,000	\$1,145,000	\$651,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2



RURAL

	45.00 - 51.88 CLARK	51.88 - 58.90 LEMHI	58.90 - 65.90 LEMHI	65.90 - 73.00 LEMHI	73.00 - 82.00 LEMHI	82.00 - 88.20 LEMHI
COUNTY	CLARK	LEMHI	LEMHI	LEMHI	LEMHI	LEMHI
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	6.875	7.025	7.000	7.100	9.000	6.200
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	BIT PENETRATION	HIGH FLEXIBLE	HIGH FLEXIBLE	BIT PENETRATION	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	BITUMINOUS	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS
SHOULDER	3	2	3	2	1	3
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	COMBINATION	BITUMINOUS	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	490	539	550	550	550	550
ADT (FUTURE) -- 20 YEAR	659	735	753	753	753	753
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1992	2001	2001	2001	2001	1993
SEAL COAT YEAR	2000	2001	2001	2001	2001	2002
S/N OR D	3.1	3.5	3.5	2.7	2.7	1.6
PERCENT TRUCKS--PEAK	9	15	17	17	17	17
V/C RATIO	0.04	0.04	0.04	0.04	0.05	0.04
CRACK/ROUGH/FINAL INDEX	4.5/3.6/4.1	5.0/3.7/4.4	5.0/3.6/4.4	5.0/3.7/4.4	5.0/3.6/4.4	4.2/3.6/3.9

TYPE OF IMPROVEMENT

RESURFACE WITH

SHLD IMPROVMENT

2010

YEAR OF IMPROVEMENT

PSR < RESRF-PSR

SHLD WIDTH-R

SYSTEM DEFICIENCY:

SYSTEM DEFICIENCY:

COST OF IMPROVEMENT

\$25,000

FOR ROW AND UTIL

\$1,662,000

FOR CONSTRUCTION

\$1,687,000

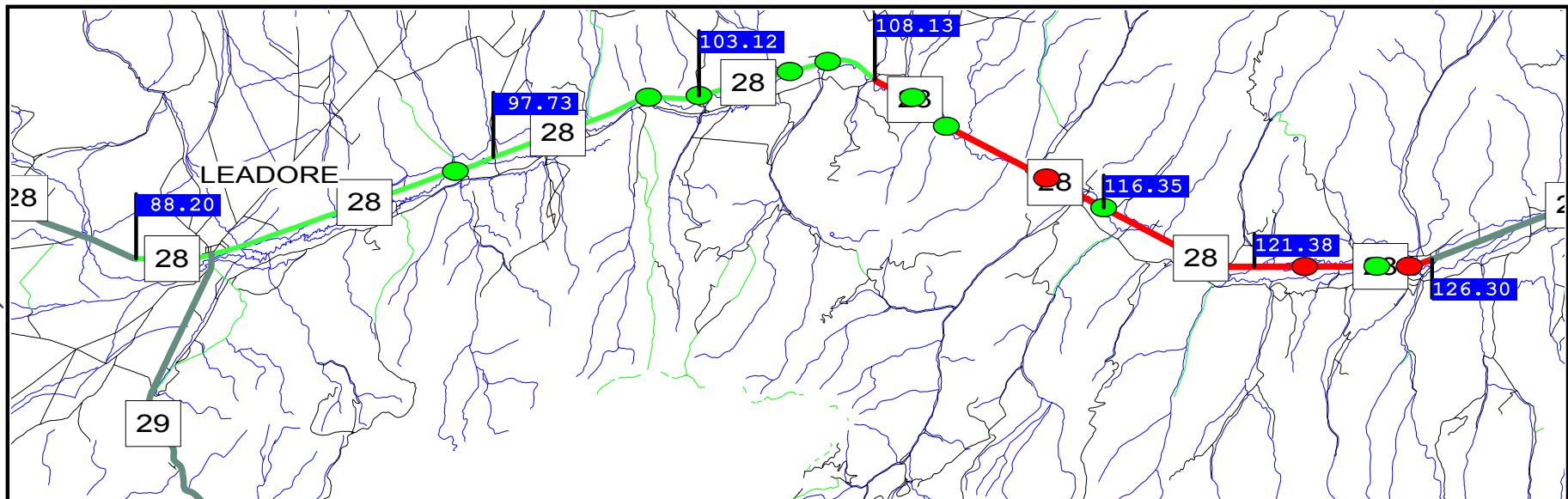
TOTAL

NO CONTROL

ACCESS CONTROL (FUTURE)

2

NUM OF LANES (DES.)



	88.20 - 97.73	97.73 - 103.12	103.12 - 108.13	108.13 - 116.35	116.35 - 121.38	121.38 - 126.30
COUNTY	LEMHI	LEMHI	LEMHI	LEMHI	LEMHI	LEMHI
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	YES	YES	YES	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	9.526	5.390	5.010	8.224	5.030	4.920
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
SHOULDER	2	2	2	2	2	2
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	2	2	2	2	2	2
ADT (CURRENT)	593	560	570	649	932	1,100
ADT (FUTURE) -- 20 YEAR	808	763	777	881	1,255	1,476
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1977	1977	1969	1969	1962	1962
SEAL COAT YEAR	2002	2002	2002	2002	2002	2002
S/N OR D	2.6	2.6	2.6	2.2	2.0	2.0
PERCENT TRUCKS--PEAK	15	15	15	13	9	8
V/C RATIO	0.04	0.04	0.04	0.04	0.05	0.06
CRACK/ROUGH/FINAL INDEX	5.0/3.7/4.4	5.0/3.6/4.4	5.0/3.6/4.4	5.0/3.7/4.4	5.0/4.0/4.6	5.0/4.0/4.6

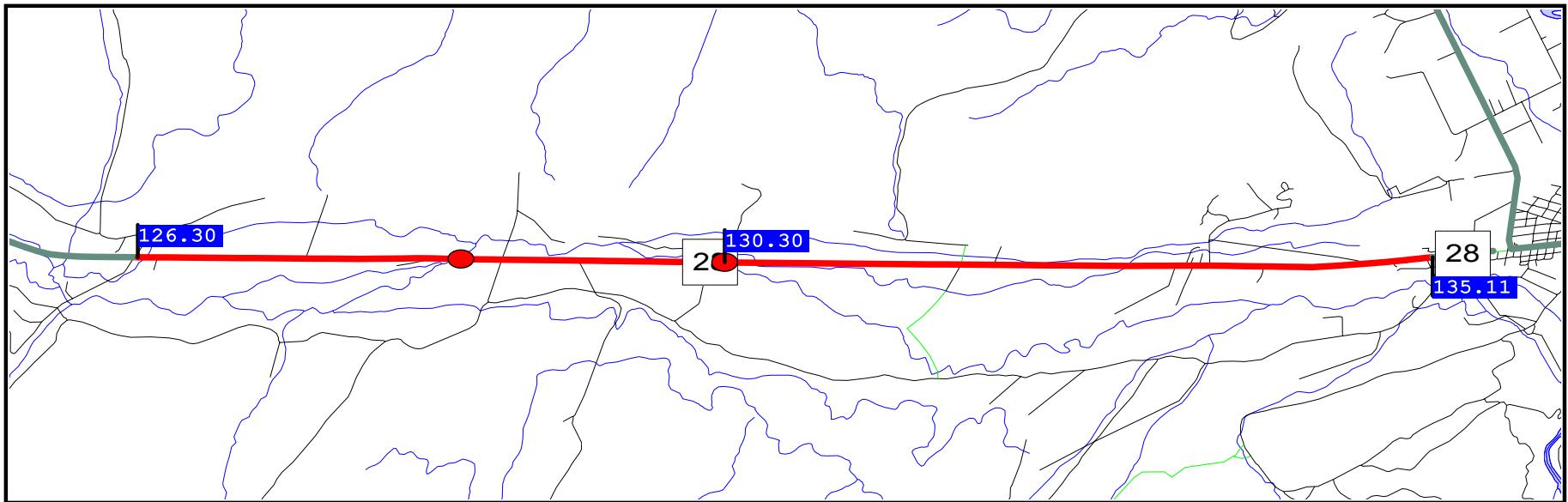
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2015	RESURFACE WITH SHLD IMPROVMENT 2014	RESURFACE WITH SHLD IMPROVMENT 2013
YEAR OF IMPROVEMENT	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R
SYSTEM DEFICIENCY:			
SYSTEM DEFICIENCY:			
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$33,000	\$20,000	\$20,000
FOR CONSTRUCTION	\$2,204,000	\$1,348,000	\$1,319,000
TOTAL	\$2,237,000	\$1,368,000	\$1,339,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

BRIDGE KEY	13415	13425
FEATURES	LEMHI RIVER	LEMHI RIVER
MILEPOST	114.32	122.79
SQUARE FOOTAGE	1574	1901
PROGRAMMED YEAR		2000
SUFFICIENCY RATING	47.3	0.0
WEIGHT RESTRICTION	NO	NO
WIDTH RESTRICTION	NO	NO
HEIGHT RESTRICTION	NO	NO
DEFICIENCY	NONE	NONE

STRUCTURE REPLACEMENTS

BRIDGE KEY	13435
FEATURES	LEMHI RIVER
MILEPOST	125.66
SQUARE FOOTAGE	1574
PROGRAMMED YEAR	
SUFFICIENCY RATING	48.9
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	NONE



RURAL

	126.30 - 130.30	130.30 - 135.11
COUNTY	LEMHI	LEMHI
HIGHWAY DISTRICT #	6	6
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	4.004	4.802
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	2	2
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	1,394	1,900
ADT (FUTURE) -- 20 YEAR	1,874	2,559
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1997	1997
SEAL COAT YEAR	2002	1990
S/N OR D	3.1	3.1
PERCENT TRUCKS--PEAK	8	10
V/C RATIO	0.08	0.10
CRACK/ROUGH/FINAL INDEX	4.0/3.5/3.8	3.3/3.5/3.4

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2014	2009
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$16,000	\$19,000
FOR CONSTRUCTION	\$1,073,000	\$1,287,000
TOTAL	\$1,089,000	\$1,306,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2

STRUCTURE IMPROVEMENTSSTRUCTURE REPLACEMENTS

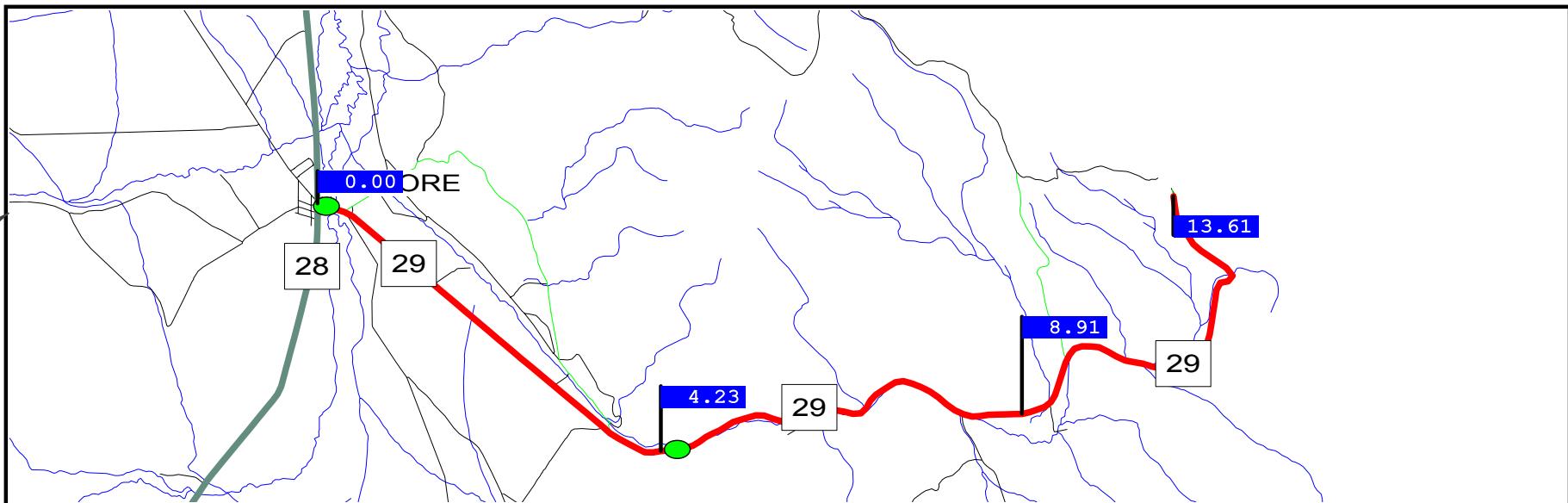
BRIDGE KEY	13440
FEATURES	LEMHI RIVER
MILEPOST	128.51
SQUARE FOOTAGE	2368
PROGRAMMED YEAR	2000
SUFFICIENCY RATING	0.0
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	NONE

STRUCTURE REPLACEMENTS

BRIDGE KEY	13445
FEATURES	LEMHI RIVER
MILEPOST	130.30
SQUARE FOOTAGE	2390
PROGRAMMED YEAR	2000
SUFFICIENCY RATING	0.0
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	FUNCT OBSOLETE

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 5 1 0

030215



RURAL

MILEPOSTS	0.00 - 4.23	4.23 - 8.91	8.91 - 13.61
COUNTY	LEMHI	LEMHI	LEMHI
HIGHWAY DISTRICT #	6	6	6
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	YES	NO	NO
TERRAIN TYPE	RURAL-FLAT	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL
SECTION LENGTH	4.230	4.685	4.699
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	22	22	22
MATERIAL TYPE	BIT PENETRATION	GRADED+DRAINED	GRADED+DRAINED
SHOULDER			
WIDTH	1	2	2
MATERIAL TYPE	EARTH	EARTH	EARTH
MEDIAN WIDTH	--	--	--
ADT (CURRENT)	113	110	110
ADT (FUTURE) -- 20 YEAR	140	135	135
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	BIT SURF TRMNT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1968	1938	1936
SEAL COAT YEAR	1995	----	----
S/N OR D	1.0	NA	NA
PERCENT TRUCKS--PEAK	6	6	6
V/C RATIO	0.01	0.00	0.00
CRACK/ROUGH/FINAL INDEX	1.8/2.4/2.0	0.0/---/---	0.0/---/---

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	PAVEMNT-RECONST	PAVEMNT-RECONST
YEAR OF IMPROVEMENT	2004	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	SURFACE TYPE	SURFACE TYPE
SYSTEM DEFICIENCY:	SHLD WIDTH-R		
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$17,000	\$122,000	\$122,000
FOR CONSTRUCTION	\$931,000	\$3,832,000	\$3,844,000
TOTAL	\$948,000	\$3,954,000	\$3,966,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 4 5 0

030215

4.74

0.00

31

7.33

31

14.10

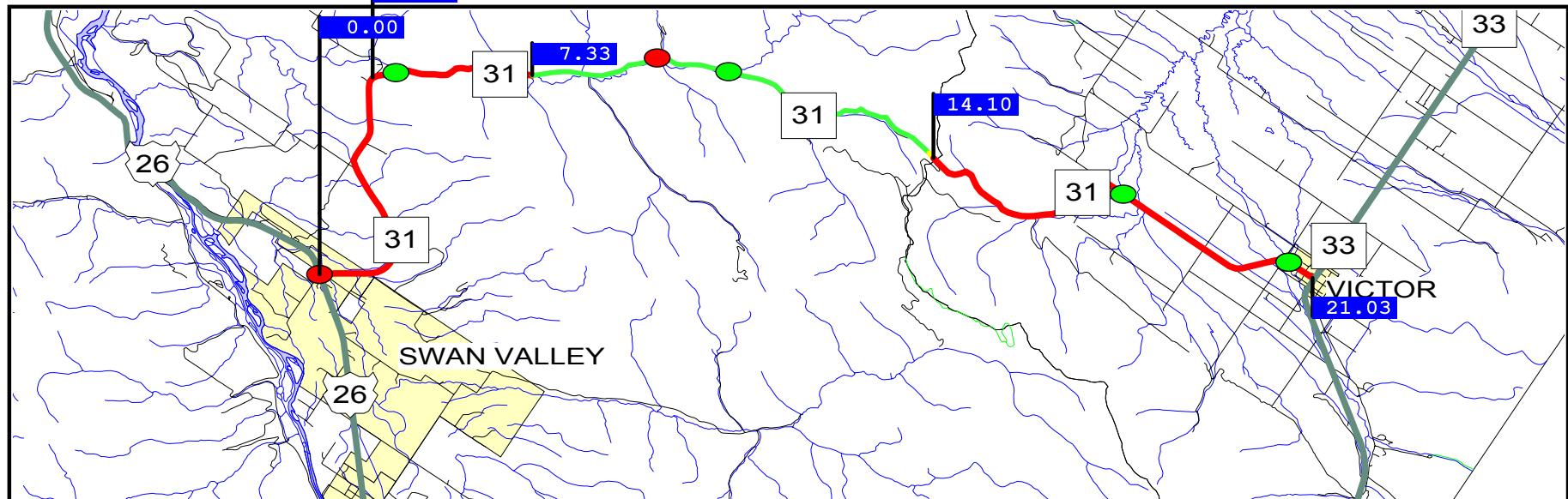
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33

33

VICTOR

21.03



MILEPOSTS	0.00 - 4.74	4.74 - 7.33	7.33 - 14.10	14.10 - 21.03
COUNTY	BONNEVILLE	BONNEVILLE	BONNEVILLE	BONNEVILLE
HIGHWAY DISTRICT #	6	6	6	6
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	YES	YES	NO	YES
TERRAIN TYPE	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	4.735	2.596	6.769	6.925
NUM OF LANES (EXISTING)	2	2	2	2
LANES				
WIDTH	24	22	24	24
MATERIAL TYPE	HIGH FLEXIBLE	MIXED BITUMINOUS	MIXED BITUMINOUS	HIGH FLEXIBLE
SHOULDER				
WIDTH	1	2	2	1
MATERIAL TYPE	STABILIZED	EARTH	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--	--
ADT (CURRENT)	1,579	1,600	1,600	1,667
ADT (FUTURE) -- 20 YEAR	2,110	2,138	2,138	2,228
ACCESS CONTROL (CURRENT)	NO CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	ONE LANE	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1996	1952	1995	1953
SEAL COAT YEAR	1962	1999	1993	2002
S/N OR D	2.3	1.4	3.2	1.7
PERCENT TRUCKS--PEAK	6	6	6	6
V/C RATIO	0.15	0.18	0.17	0.18
CRACK/ROUGH/FINAL INDEX	4.4/3.5/4.0	2.0/2.6/2.2	3.9/3.3/3.7	5.0/3.3/4.4

RURAL

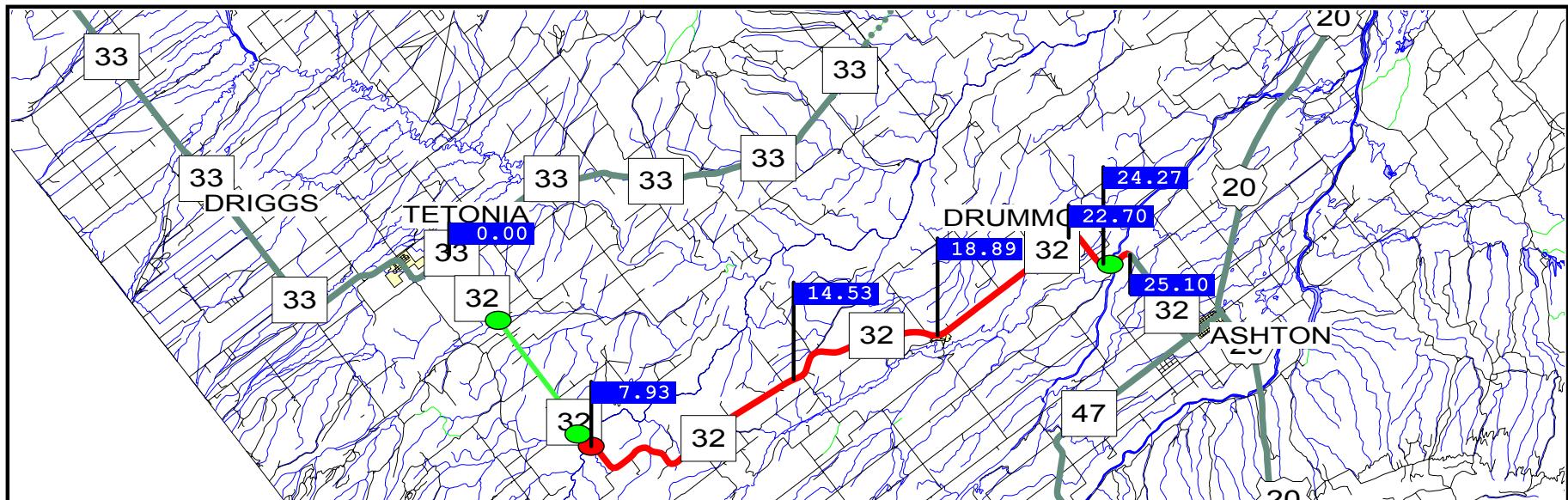
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2014	2004	2013
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$38,000	\$21,000	\$55,000
FOR CONSTRUCTION	\$1,165,000	\$877,000	\$2,341,000
TOTAL	\$1,203,000	\$898,000	\$2,396,000
ACCESS CONTROL(FUTURE)	NO CONTROL	PARTIAL CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2

STRUCTURE IMPROVEMENTSSTRUCTURE REPLACEMENTS

BRIDGE KEY FEATURES	13830 RAINY CREEK	13840 WEST PINE CREE
MILEPOST	0.05	9.47
SQUARE FOOTAGE	883	671
PROGRAMMED YEAR		
SUFFICIENCY RATING	55.3	46.5
WEIGHT RESTRICTION	NO	NO
WIDTH RESTRICTION	YES	NO
HEIGHT RESTRICTION	NO	NO
DEFICIENCY	NONE	STRUC DEFICIENT



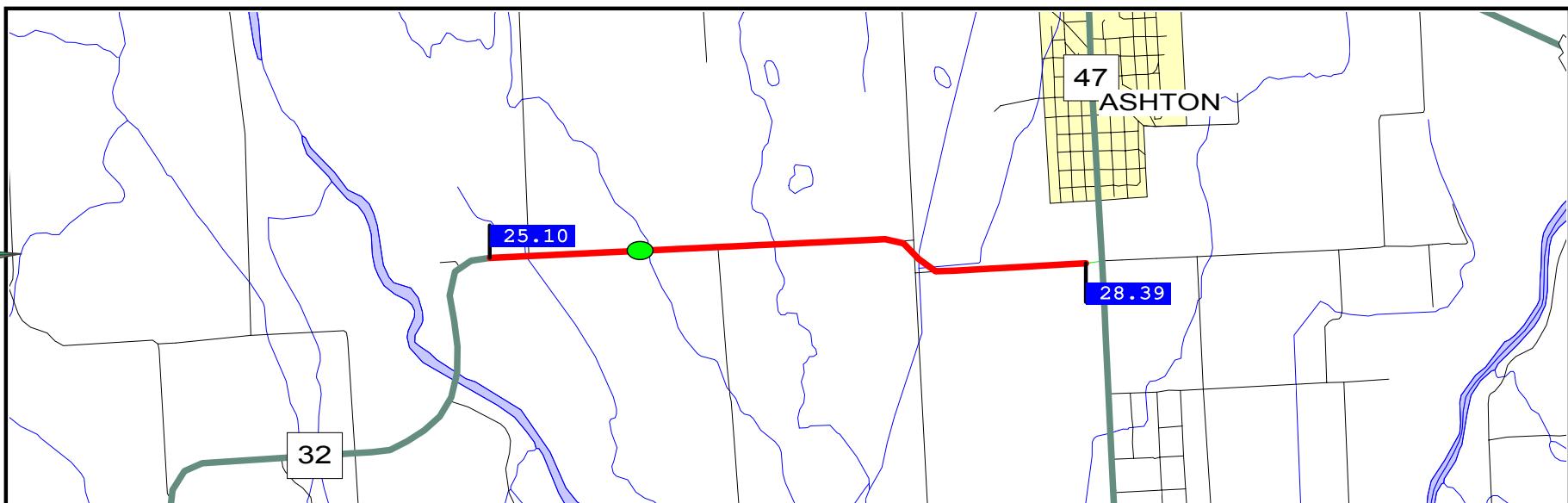
RURAL

	0.00 - 7.93	7.93 - 14.53	14.53 - 18.89	18.89 - 22.70	22.70 - 24.27	24.27 - 25.10
COUNTY	TETON	FREMONT	FREMONT	FREMONT	FREMONT	FREMONT
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	NO	NO	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	7.929	6.606	4.351	3.814	1.571	0.829
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	MIXED BITUMINOUS	MIXED BITUMINOUS	HIGH FLEXIBLE
MATERIAL TYPE						
SHOULDER	4	1	1	1	2	2
WIDTH	COMBINATION	BITUMINOUS	BITUMINOUS	EARTH	BITUMINOUS	BITUMINOUS
MATERIAL TYPE						
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	655	420	410	437	555	608
ADT (FUTURE) -- 20 YEAR	814	533	529	556	699	760
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PAVMT XTNG GRVL	PAVMT XTNG GRVL	PAVMT XTNG GRVL	PAVMT XTNG GRVL	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1995	1995	1995	1949	1949	1963
SEAL COAT YEAR	1993	1993	1993	1997	1997	1997
S/N OR D	3.3	2.3	2.3	1.2	1.2	2.7
PERCENT TRUCKS--PEAK	10	19	26	20	16	13
V/C RATIO	0.06	0.05	0.05	0.04	0.04	0.04
CRACK/ROUGH/FINAL INDEX	4.2/3.7/4.0	1.9/2.6/2.2	2.0/2.6/2.2	1.0/2.7/1.7	1.5/2.8/2.0	1.9/2.6/2.2

TYPE OF IMPROVEMENT	RESURF W/SHLDR IMPROVE & ALIGN	RESURFACE WITH SHLD IMPROVMNT	PAVEMNT-RECONST	RESURFACE WITH SHLD IMPROVMNT	RESURFACE WITH SHLD IMPROVMNT
YEAR OF IMPROVEMENT	2003	2004	2003	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	VERT ALIGNMENT	SHLD WIDTH-R	PSR < RECON-PSR	SHLD WIDTH-R	SHLD WIDTH-R
SYSTEM DEFICIENCY:	SHLD WIDTH-R				
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$198,000	\$35,000	\$92,000	\$13,000	\$7,000
FOR CONSTRUCTION	\$3,237,000	\$1,070,000	\$2,914,000	\$386,000	\$204,000
TOTAL	\$3,435,000	\$1,105,000	\$3,006,000	\$399,000	\$211,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

BRIDGE KEY 13875
 FEATURES BITCH CREEK
 MILEPOST 7.91
 SQUARE FOOTAGE 6071
 PROGRAMMED YEAR 2000
 SUFFICIENCY RATING 0.0
 WEIGHT RESTRICTION YES
 WIDTH RESTRICTION YES
 HEIGHT RESTRICTION NO
 DEFICIENCY STRUC DEFICENT



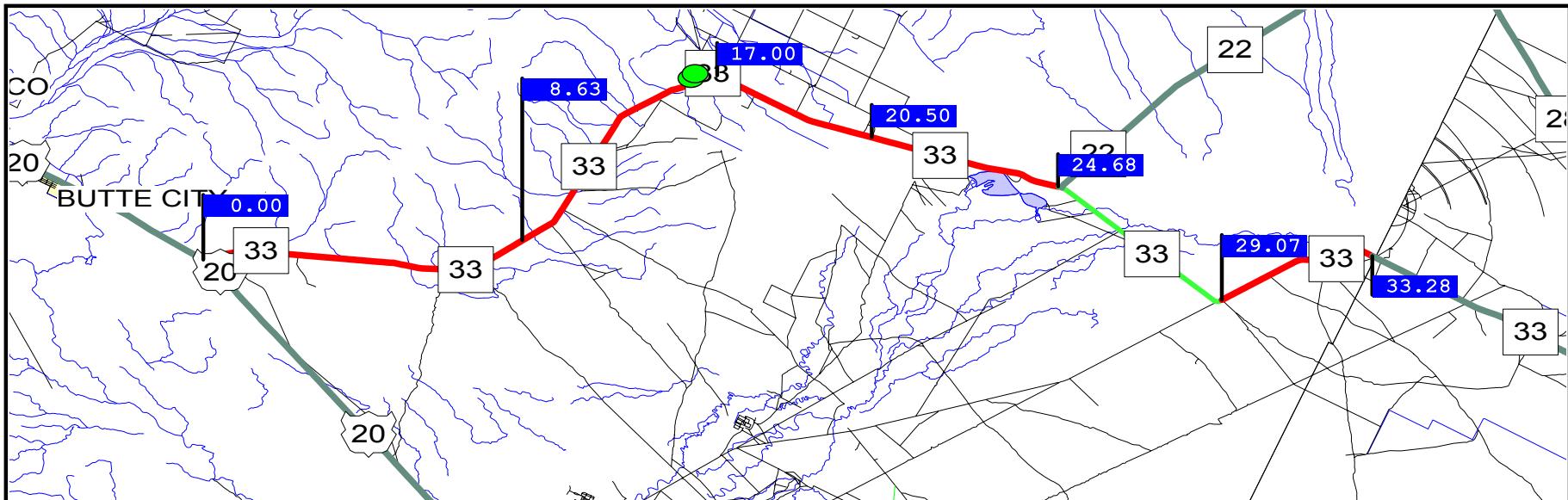
RURAL

MILEPOSTS	25.10 - 28.39
COUNTY	FREMONT
HIGHWAY DISTRICT #	6
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	3.286
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	MIXED BITUMINOUS
SHOULDER	
WIDTH	2
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	752
ADT (FUTURE) -- 20 YEAR	934
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	ROAD MIX OVLAY
YEAR OF IMPROVEMENT	1961
SEAL COAT YEAR	1997
S/N OR D	2.2
PERCENT TRUCKS--PEAK	10
V/C RATIO	0.05
CRACK/ROUGH/FINAL INDEX	1.8/2.9/2.3

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$26,000
FOR CONSTRUCTION	\$808,000
TOTAL	\$834,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 4 6 0

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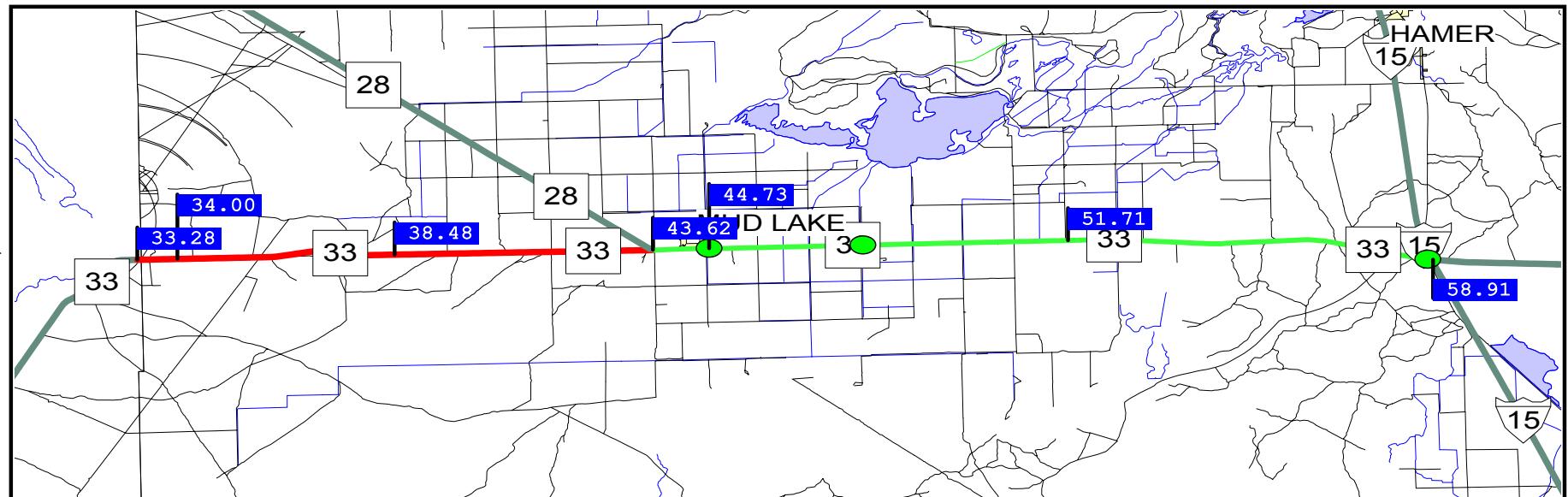
RURAL

MILEPOSTS	0.00 - 8.63	8.63 - 17.00	17.00 - 20.50	20.50 - 24.68	24.68 - 29.07	29.07 - 33.28
COUNTY	BUTTE	BUTTE	BUTTE	BUTTE	BUTTE	BUTTE
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	8.627	8.373	3.500	4.180	4.390	4.206
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	BIT PENETRATION	BIT PENETRATION	BIT PENETRATION	HIGH FLEXIBLE
SHOULDER	2	2	3	1	2	4
WIDTH	2	2	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	570	588	569	513	300	670
ADT (FUTURE) -- 20 YEAR	781	805	779	703	404	902
ACCESS CONTROL (CURRENT)	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	C.R.A.B.S.	NW CONS/RCN FLX	C.R.A.B.S.	C.R.A.B.S.	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1996	1996	1961	1999	1999	1970
SEAL COAT YEAR	1990	1992	1992	1999	1999	1990
S/N OR D	1.9	2.2	1.0	2.0	2.8	2.7
PERCENT TRUCKS--PEAK	17	16	16	18	9	9
V/C RATIO	0.05	0.05	0.04	0.05	0.03	0.04
CRACK/ROUGH/FINAL INDEX	5.0/3.6/4.4	5.0/3.5/4.3	5.0/3.5/4.3	5.0/3.5/4.3	4.8/3.2/4.1	2.2/2.7/2.4

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURF W/SHLDR	RESURFACE WITH SHLD IMPROVMENT			
YEAR OF IMPROVEMENT	IMPROVE & ALIGN 2013	2014	2012	2013	2004
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	HORIZ ALIGNMENT	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
SYSTEM DEFICIENCY:	SHLD WIDTH-R				
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$328,000	\$84,000	\$14,000	\$17,000	\$17,000
FOR CONSTRUCTION	\$4,538,000	\$2,395,000	\$938,000	\$1,120,000	\$1,127,000
TOTAL	\$4,866,000	\$2,479,000	\$952,000	\$1,137,000	\$1,144,000
ACCESS CONTROL(FUTURE)	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2	2

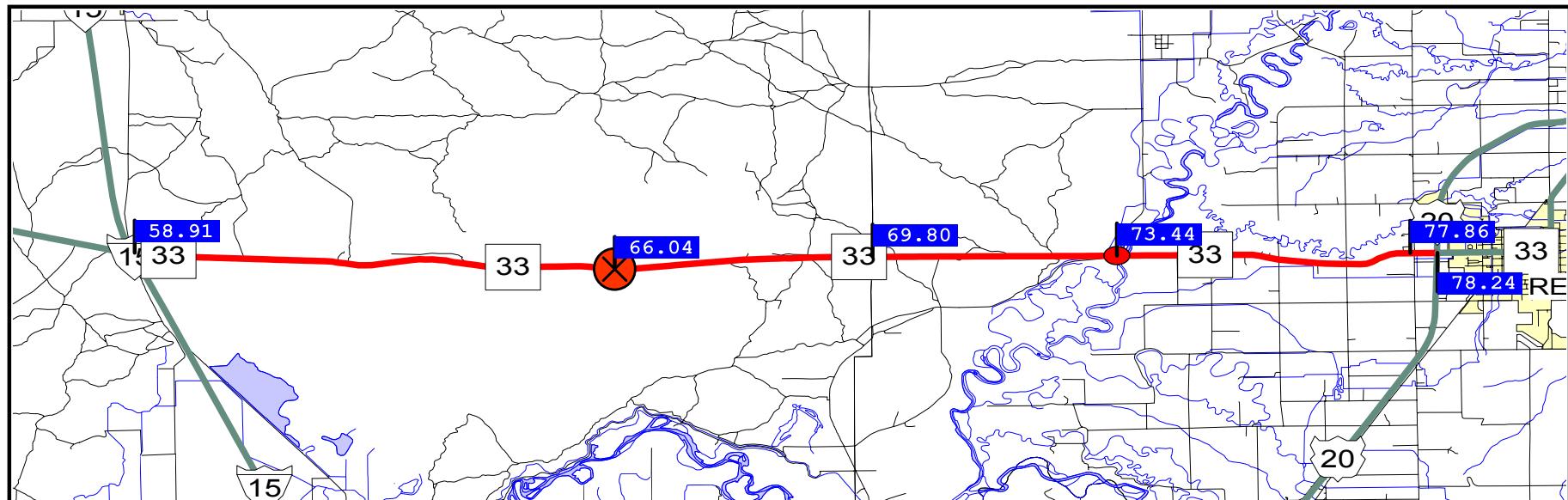


	33.28 - 34.00 JEFFERSON 6	34.00 - 38.48 JEFFERSON 6	38.48 - 43.62 JEFFERSON 6	43.62 - 44.73 JEFFERSON 6	44.73 - 51.71 JEFFERSON 6	51.71 - 58.91 JEFFERSON 6
COUNTY HIGHWAY DISTRICT #	MINOR ARTERIAL NON-NHS					
FEDERAL AID SYSTEM	NO	NO	NO	NO	NO	NO
RR-XINGS	NO	NO	NO	NO	YES	NO
STRUCTURES	RURAL-FLAT	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TERRAIN TYPE	RURAL	RURAL	RURAL	DENSE	RURAL	RURAL
TYPE OF DEVELOPMENT	0.724	4.477	5.143	1.110	6.978	7.203
SECTION LENGTH	2	2	2	2	2	2
NUM OF LANES (EXISTING)	24	24	24	24	24	24
LANES	HIGH FLEXIBLE	BIT PENETRATION	BIT PENETRATION	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
WIDTH	5	1	1	3	5	3
MATERIAL TYPE	BITUMINOUS	STABILIZED	STABILIZED	BITUMINOUS	COMBINATION	BITUMINOUS
SHOULDER	--	--	--	--	--	--
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	BIT PENETRATION	BIT PENETRATION	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MEDIAN WIDTH	5	1	1	3	5	3
ADT (CURRENT)	670	670	670	2,413	2,364	2,096
ADT (FUTURE) -- 20 YEAR	902	902	902	3,231	3,171	2,845
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES	>= 3 LANES	>= 3 LANES	TWO LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.
YEAR OF IMPROVEMENT	1970	1961	1961	1995	1995	1999
SEAL COAT YEAR	1990	1993	2000	2000	2000	1999
S/N OR D	2.7	1.2	1.2	3.5	3.5	4.3
PERCENT TRUCKS--PEAK	9	9	9	7	8	13
V/C RATIO	0.04	0.05	0.05	0.12	0.11	0.10
CRACK/ROUGH/FINAL INDEX	3.0/2.6/2.8	1.8/2.6/2.2	2.5/2.8/2.6	4.8/3.6/4.3	4.4/3.5/4.0	4.8/3.7/4.3

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2008	2003	2005
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$3,000	\$45,000	\$21,000
FOR CONSTRUCTION	\$194,000	\$1,280,000	\$1,378,000
TOTAL	\$197,000	\$1,325,000	\$1,399,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2



MILEPOSTS	58.91 - 66.04	66.04 - 69.80	69.80 - 73.44	73.44 - 77.86	77.86 - 78.24
COUNTY	JEFFERSON	JEFFERSON	MADISON	MADISON	MADISON
HIGHWAY DISTRICT #	6	6	6	6	6
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	OTHER PRIN ART
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NHS
RR-XINGS	YES	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	YES	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	7.133	3.759	3.633	4.422	0.378
NUM OF LANES (EXISTING)	2	2	2	2	2
LANES	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
SHOULDER	6	5	5	5	5
WIDTH	--	--	--	--	--
MATERIAL TYPE	COMBINATION	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--
ADT (CURRENT)	1,001	1,000	1,412	2,142	5,454
ADT (FUTURE) -- 20 YEAR	1,351	1,350	1,898	2,874	7,317
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1981	1987	1987	1977	1954
SEAL COAT YEAR	1996	1996	1996	1996	1994
S/N OR D	1.9	2.3	2.5	2.8	1.7
PERCENT TRUCKS--PEAK	10	11	8	8	8
V/C RATIO	0.06	0.07	0.09	0.10	0.26
CRACK/ROUGH/FINAL INDEX	2.8/3.2/3.0	3.3/3.6/3.4	3.3/3.6/3.4	1.9/2.8/2.3	2.0/2.6/2.3

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT			
YEAR OF IMPROVEMENT	2005	2007	2009	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR SHLD WIDTH-R			
SYSTEM DEFICIENCY:					
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$0	\$38,000	\$36,000	\$18,000	\$2,000
FOR CONSTRUCTION	\$1,084,000	\$1,075,000	\$1,039,000	\$1,185,000	\$120,000
TOTAL	\$1,084,000	\$1,113,000	\$1,075,000	\$1,203,000	\$122,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	2	2	2	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

16645
 HENRY'S FK.SNA
 73.44
 14736
 2001
 62.1
 NO
 NO
 NO
 STRUC DEFICIENT

BRIDGE KEY
 FEATURES
 MILEPOST
 SQUARE FOOTAGE
 PROGRAMMED YEAR
 SUFFICIENCY RATING
 WEIGHT RESTRICTION
 WIDTH RESTRICTION
 HEIGHT RESTRICTION
 DEFICIENCY

RR CROSSING NUMBER	812370W
TOTAL THROUGH TRAINS	6
TOT SWITCHING TRAINS	0
SPEED RANGE	5 TO 40
CROSSING SURFACE TYPE	SECTION TIMBER

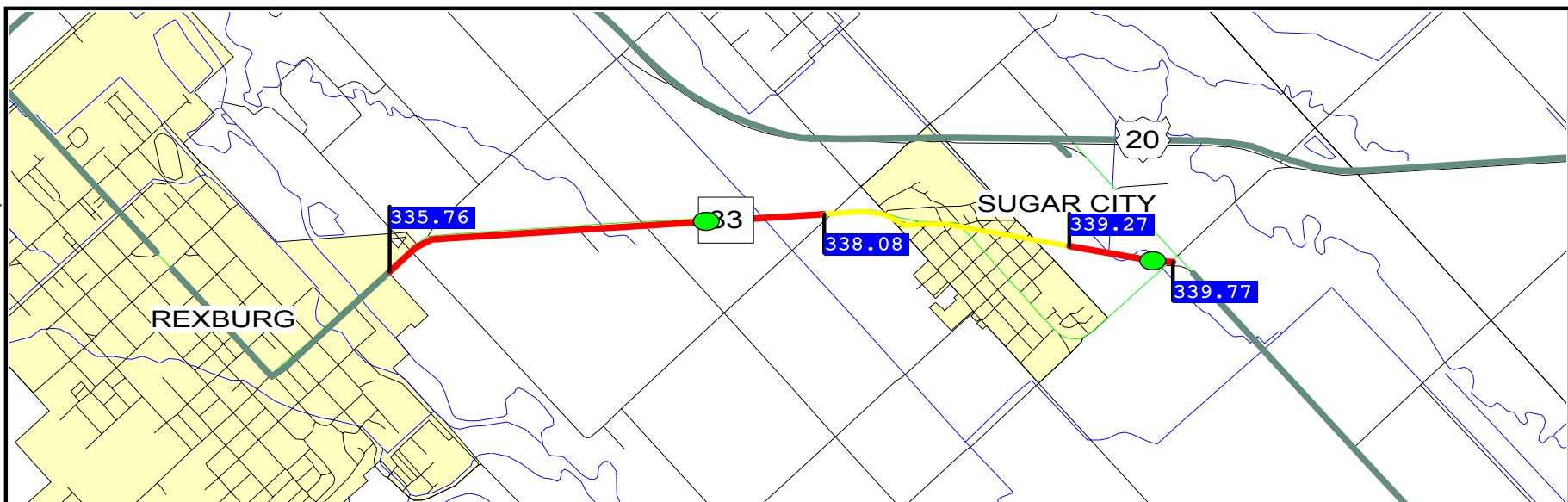
TYPES OF CONTROLS

FLASHING LIGHTS	2
MAST MOUNTED	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	0

SPEED SELECTION	NOT APPLICABLE
-----------------	----------------

TYPE OF IMPROVEMENT	CHANGE SURFACE
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	SURFACE
COST OF IMPROVEMENT	
COST CONTROL	\$0
SURFACE	\$50,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$50,000
ADMINISTRATIVE	\$2,500
TOI CROSSING SURFACE	CONCRETE SLAB

R R C R O S S I N G I M P R O V E M E N T



RURAL

MILEPOSTS	335.76 - 338.08	339.27 - 339.77
COUNTY	MADISON	MADISON
HIGHWAY DISTRICT #	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	MINOR ARTERIAL
FEDERAL AID SYSTEM	NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	2.317	0.500
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	3	5
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	3,394	3,400
ADT (FUTURE) -- 20 YEAR	4,150	4,149
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1972	1977
SEAL COAT YEAR	2002	2002
S/N OR D	3.7	3.9
PERCENT TRUCKS--PEAK	3	3
V/C RATIO	0.17	0.16
CRACK/ROUGH/FINAL INDEX	1.9/2.8/2.3	2.0/2.8/2.4

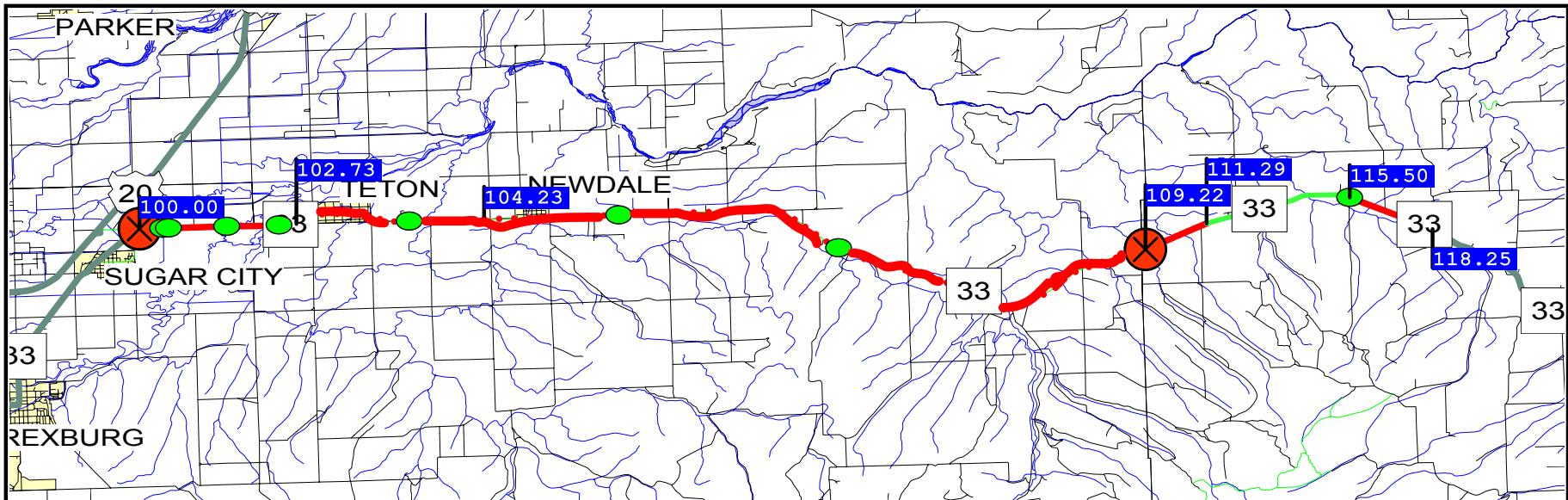
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	PAVEMNT-RECONST	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	
SYSTEM DEFICIENCY:	PSR < RECON-PSR	SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$60,000	\$2,000
FOR CONSTRUCTION	\$1,886,000	\$134,000
TOTAL	\$1,946,000	\$136,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 4 6 0

030215



RURAL



MILEPOSTS	100.00 - 102.73	102.73 - 104.23	104.23 - 109.22	109.22 - 111.29	111.29 - 115.50	115.50 - 118.26
COUNTY	MADISON	FREMONT	FREMONT	MADISON	MADISON	MADISON
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	YES	NO	NO	NO
STRUCTURES	YES	YES	YES	NO	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	DENSE	DENSE	RURAL	RURAL	RURAL
SECTION LENGTH	2.726	1.500	4.994	2.067	4.213	2.755
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS
SHOULDER	5	3	2	4	5	5
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	2,726	2,738	2,195	1,900	1,900	1,730
ADT (FUTURE) -- 20 YEAR	3,366	3,367	2,710	2,346	2,346	2,149
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	ROAD MIX OVLAY	ROAD MIX OVLAY	ROAD MIX OVLAY	C.R.A.B.S.	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1998	1956	1956	1956	1999	1984
SEAL COAT YEAR	1988	1988	1988	1991	1999	1999
S/N OR D	2.5	3.4	3.4	2.7	3.8	4.6
PERCENT TRUCKS--PEAK	8	6	8	8	8	10
V/C RATIO	0.13	0.16	0.13	0.10	0.12	0.11
CRACK/ROUGH/FINAL INDEX	2.0/3.0/2.4	2.0/2.7/2.3	2.2/3.1/2.6	2.1/2.8/2.4	5.0/3.1/4.2	3.4/3.3/3.4

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT				
YEAR OF IMPROVEMENT	2003	2003	2003	2003	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR				
SYSTEM DEFICIENCY:	SHLD WIDTH-R				
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$11,000	\$15,000	\$50,000	\$8,000	\$28,000
FOR CONSTRUCTION	\$731,000	\$429,000	\$1,428,000	\$554,000	\$788,000
TOTAL	\$742,000	\$444,000	\$1,478,000	\$562,000	\$816,000
ACCESS CONTROL(FUTURE)	NO CONTROL				
NUM OF LANES(DES.)	2	2	2	2	2

RR CROSSING NUMBER
 TOTAL THROUGH TRAINS
 TOT SWITCHING TRAINS
 SPEED RANGE
 CROSSING SURFACE TYPE
 TYPES OF CONTROLS
 FLASHING LIGHTS
 CANT OVER ROAD
 MAST MOUNTED
 GATES
 SIGNS
 REFLECT. XBUCKS
 HWY TRAFFIC SIGNAL
 WIGWAGS
 BELLS
 SPEED SELECTION

TYPE OF IMPROVEMENT
 YEAR OF IMPROVEMENT
 RR XING DEFICIENCY
 COST OF IMPROVEMENT
 COST CONTROL
 SURFACE
 CIRCUITRY
 TOTAL (EXCL ADMIN)
 ADMINISTRATIVE
 TOI CROSSING SURFACE

812192M
 2
 0
 5 TO 25
 SECTION TIMBER

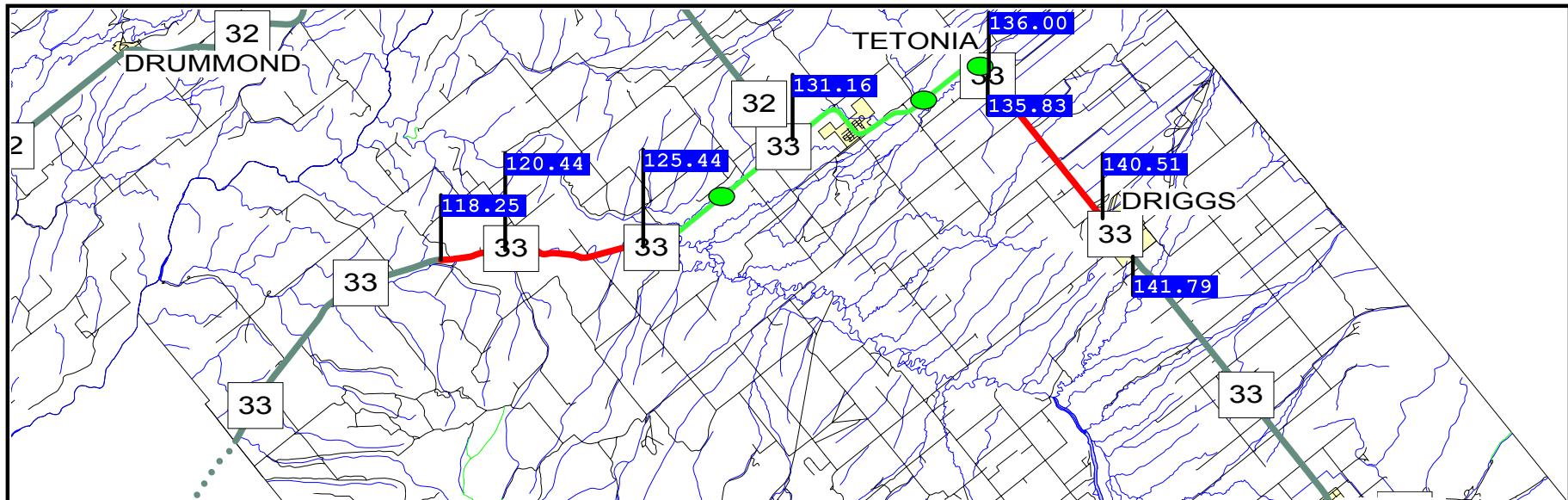
4
 2
 2
 0
 2
 2
 0
 0
 0

NOT APPLICABLE

R R C R O S S I N G I M P R O V E M E N T

LIGHTS/GATES
 00
 LIGHTS/GATES

 \$250,000
 \$50,000
 \$0
 \$300,000
 \$15,000
 CONCRETE SLAB



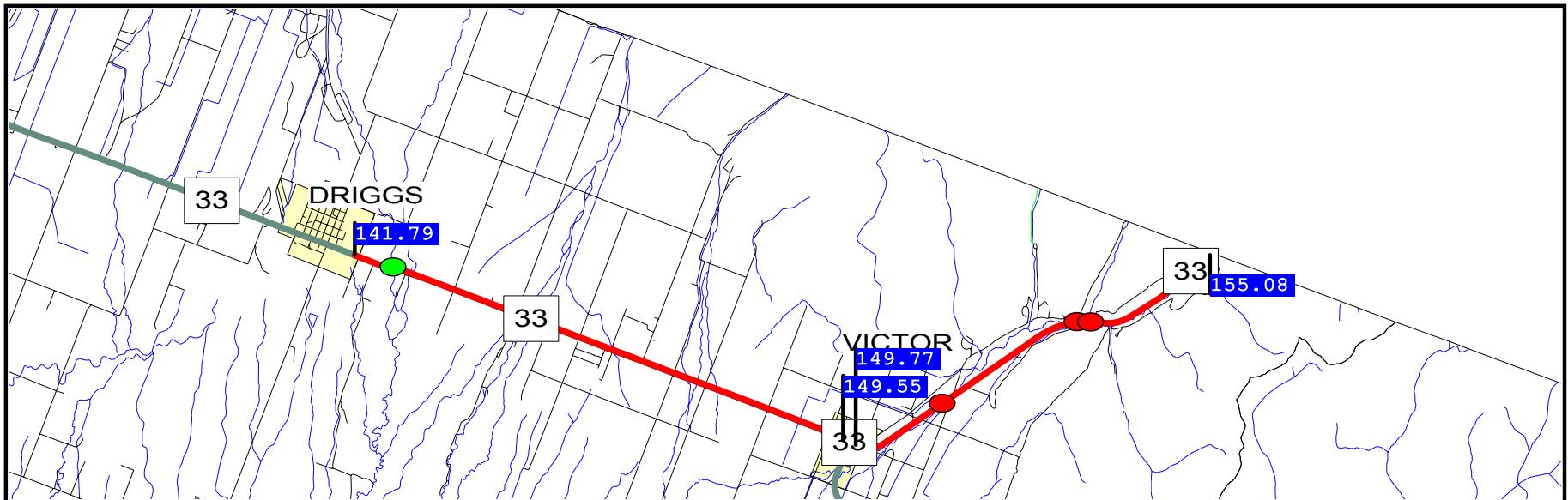
RURAL

	118.25 - 120.44 TETON	120.44 - 125.44 TETON	125.44 - 131.16 TETON	131.16 - 135.83 TETON	136.00 - 140.51 TETON	140.51 - 141.79 TETON
COUNTY	6	6	6	6	6	6
HIGHWAY DISTRICT #	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	YES	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	DENSE	RURAL	DENSE
SECTION LENGTH	2.185	5.000	5.724	4.666	4.515	1.272
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
SHOULDER	5	5	6	5	2	0
WIDTH	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	CURBED
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,218	1,200	1,331	2,040	4,227	5,038
ADT (FUTURE) -- 20 YEAR	1,546	1,523	1,683	2,509	5,148	6,160
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	ROAD MIX OVLAY
YEAR OF IMPROVEMENT	1984	1985	1987	1990	1975	1954
SEAL COAT YEAR	1999	1999	1999	1999	1999	1999
S/N OR D	4.6	3.0	3.9	4.2	2.6	2.6
PERCENT TRUCKS--PEAK	19	19	17	6	2	3
V/C RATIO	0.08	0.08	0.08	0.11	0.21	0.27
CRACK/ROUGH/FINAL INDEX	2.4/3.4/2.8	4.0/3.5/3.8	4.7/3.8/4.3	4.5/3.6/4.1	4.0/3.2/3.6	3.9/2.8/3.4

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE
YEAR OF IMPROVEMENT	2005	2014	2013	2010
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R	
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$22,000	\$50,000	\$18,000	\$0
FOR CONSTRUCTION	\$625,000	\$1,430,000	\$1,210,000	\$183,000
TOTAL	\$647,000	\$1,480,000	\$1,228,000	\$183,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2



RURAL

	141.79 - 149.55	149.55 - 149.77	149.77 - 155.08
COUNTY	TETON	TETON	TETON
HIGHWAY DISTRICT #	6	6	6
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	YES	NO	YES
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	DENSE	RURAL
SECTION LENGTH	7.762	0.221	5.314
NUM OF LANES (EXISTING)	2	4	2
LANES			
WIDTH	24	48	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	4	12	2
MATERIAL TYPE	COMBINATION	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--
ADT (CURRENT)	4,697	2,753	3,896
ADT (FUTURE) -- 20 YEAR	5,731	3,353	5,145
ACCESS CONTROL (CURRENT)	NO CONTROL	PARTIAL CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1936	1960	1960
SEAL COAT YEAR	1999	1999	1999
S/N OR D	1.7	3.4	3.4
PERCENT TRUCKS--PEAK	3	4	3
V/C RATIO	0.23	0.05	0.37
CRACK/ROUGH/FINAL INDEX	3.5/3.3/3.4	3.5/3.3/3.4	3.0/2.8/2.9

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMT	RESURFACE	RESURFACE WITH SHLD IMPROVMT
YEAR OF IMPROVEMENT	2007	2011	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R		SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$31,000	\$0	\$53,000
FOR CONSTRUCTION	\$2,080,000	\$64,000	\$1,520,000
TOTAL	\$2,111,000	\$64,000	\$1,573,000
ACCESS CONTROL(FUTURE)	NO CONTROL	PARTIAL CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	4	2

STRUCTURE IMPROVEMENTSSTRUCTURE REPLACEMENTS

13970
 TRAIL CREEK
 151.06
 980
 46.9
 NO
 NO
 NO
 STRUC DEFICIENT

STRUCTURE REPLACEMENTS

13975
 TRAIL CREEK
 153.08
 1281
 49.9
 NO
 NO
 NO
 NONE

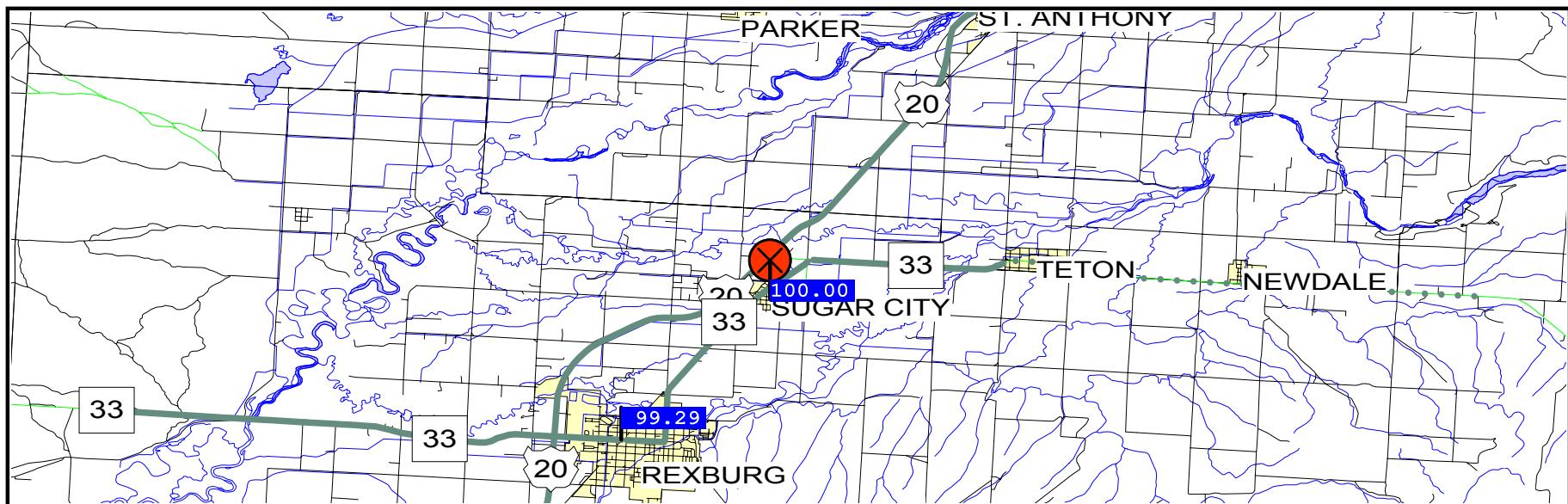
STRUCTURE REPLACEMENTS

13980
 MOOSE CREEK
 153.22
 1044
 46.9
 NO
 NO
 NO
 NONE

BRIDGE KEY
 FEATURES
 MILEPOST
 SQUARE FOOTAGE
 PROGRAMMED YEAR
 SUFFICIENCY RATING
 WEIGHT RESTRICTION
 WIDTH RESTRICTION
 HEIGHT RESTRICTION
 DEFICIENCY

BRIDGE KEY
 FEATURES
 MILEPOST
 SQUARE FOOTAGE
 PROGRAMMED YEAR
 SUFFICIENCY RATING
 WEIGHT RESTRICTION
 WIDTH RESTRICTION
 HEIGHT RESTRICTION
 DEFICIENCY

BRIDGE KEY
 FEATURES
 MILEPOST
 SQUARE FOOTAGE
 PROGRAMMED YEAR
 SUFFICIENCY RATING
 WEIGHT RESTRICTION
 WIDTH RESTRICTION
 HEIGHT RESTRICTION
 DEFICIENCY



RURAL

MILEPOSTS 99.29 - 100.00
 COUNTY MADISON
 HIGHWAY DISTRICT # 6
 FUNCTIONAL CLASS MINOR ARTERIAL
 FEDERAL AID SYSTEM NON-NHS
 RR-XINGS YES
 STRUCTURES NO
 TERRAIN TYPE RURAL-FLAT
 TYPE OF DEVELOPMENT RURAL
 SECTION LENGTH 0.708
 NUM OF LANES (EXISTING) 4
 LANES
 WIDTH 48
 MATERIAL TYPE HIGH FLEXIBLE
 SHOULDER
 WIDTH 5
 MATERIAL TYPE BITUMINOUS
 MEDIAN WIDTH --
 ADT (CURRENT) 2,300
 ADT (FUTURE) -- 20 YEAR 2,857
 ACCESS CONTROL (CURRENT) NO CONTROL
 WIDENING FEASIBLE? TWO LANES
 AVE. 5 YR. ACC. NOS.
 PAVEMENT IMPROVEMENT PLNT MIX OVLAY
 YEAR OF IMPROVEMENT 1998
 SEAL COAT YEAR ----
 S/N OR D 3.3
 PERCENT TRUCKS--PEAK 10
 V/C RATIO 0.04
 CRACK/ROUGH/FINAL INDEX 2.4/2.5/2.4

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2004
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$6,000
FOR CONSTRUCTION	\$379,000
TOTAL	\$385,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	4

RR CROSSING NUMBER	811901M
TOTAL THROUGH TRAINS	1
TOT SWITCHING TRAINS	0
SPEED RANGE	3 TO 20
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	4
CANT OVER ROAD	2
MAST MOUNTED	2
GATES	2
RED/WHITE REFLCT.	2
SIGNS	4
REFLECT. XBUCKS	4
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	2
SPEED SELECTION	NOT APPLICABLE

TYPE OF IMPROVEMENT	CHANGE SURFACE
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	SURFACE
COST OF IMPROVEMENT	
COST CONTROL	\$0
SURFACE	\$100,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$100,000
ADMINISTRATIVE	\$5,000
TOI CROSSING SURFACE	CONCRETE SLAB

R R C R O S S I N G I M P R O V E M E N T

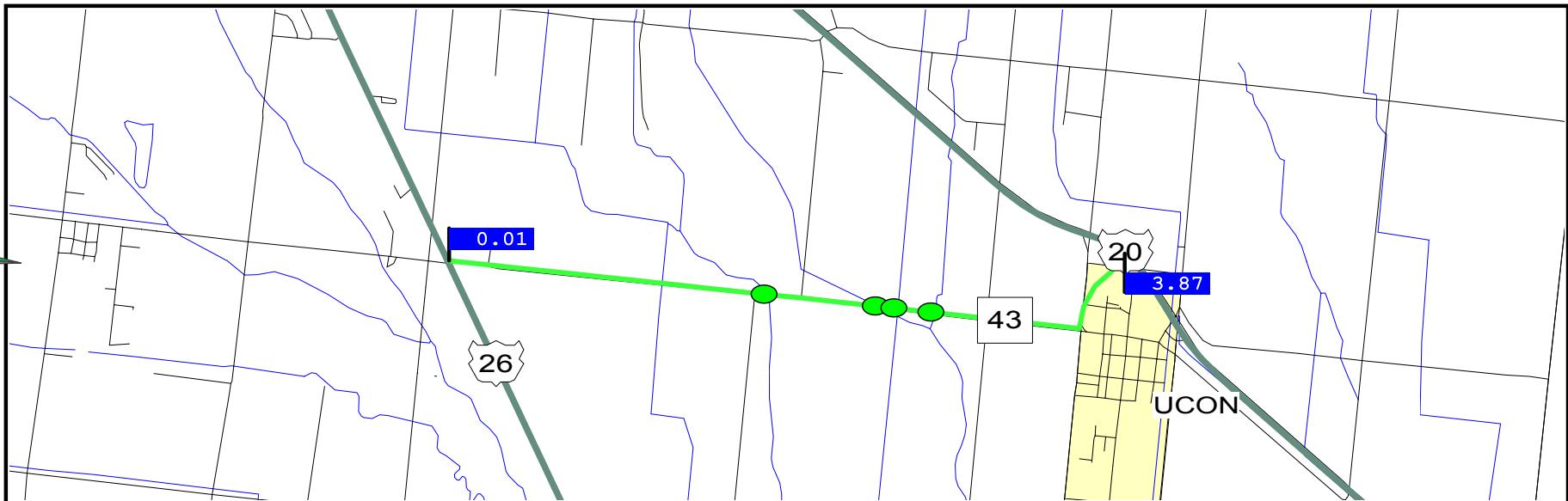
RR CROSSING NUMBER	812028J
TOTAL THROUGH TRAINS	8
TOT SWITCHING TRAINS	0
SPEED RANGE	5 TO 40
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	4
CANT OVER ROAD	2
MAST MOUNTED	2
GATES	2
RED/WHITE REFLCT.	2
SIGNS	4
REFLECT. XBUCKS	4
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	2
SPEED SELECTION	NOT APPLICABLE

TYPE OF IMPROVEMENT	CHANGE SURFACE
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	SURFACE
COST OF IMPROVEMENT	
COST CONTROL	\$0
SURFACE	\$100,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$100,000
ADMINISTRATIVE	\$5,000
TOI CROSSING SURFACE	CONCRETE SLAB

R R C R O S S I N G I M P R O V E M E N T

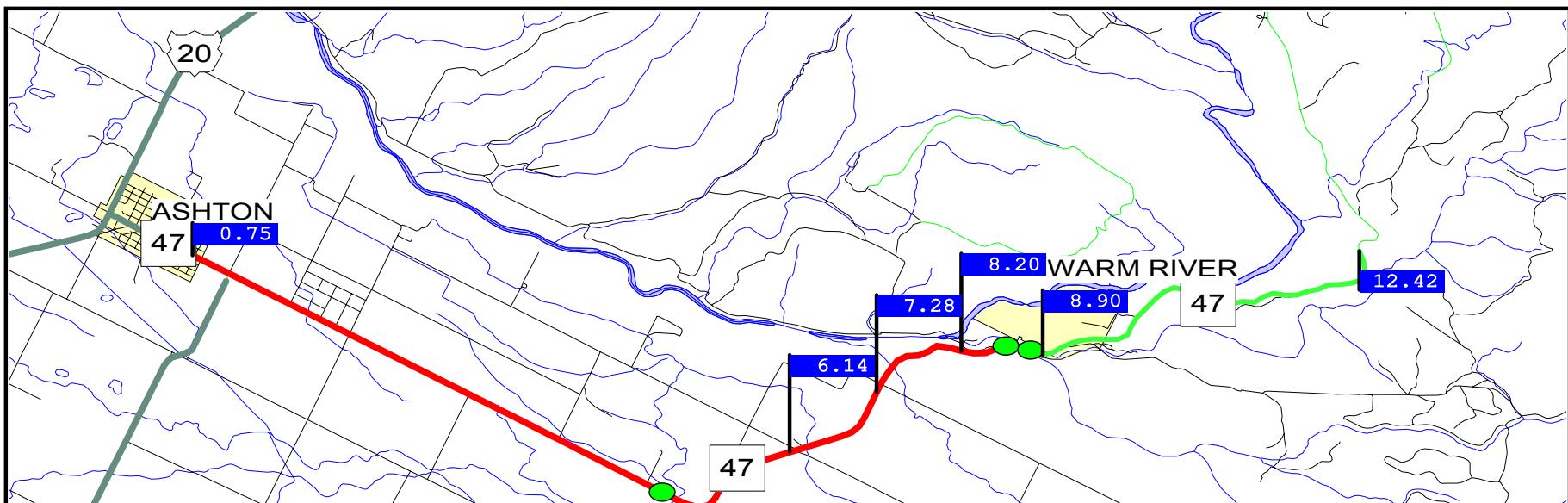
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RURAL

MILEPOSTS	0.01 - 3.87
COUNTY	BONNEVILLE
HIGHWAY DISTRICT #	6
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	YES
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	3.858
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	4
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	3,873
ADT (FUTURE) -- 20 YEAR	4,745
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1994
SEAL COAT YEAR	----
S/N OR D	4.8
PERCENT TRUCKS--PEAK	5
V/C RATIO	0.17
CRACK/ROUGH/FINAL INDEX	4.5/3.3/4.0



RURAL

MILEPOSTS	0.75 - 6.14	6.14 - 7.28	7.28 - 8.20	8.20 - 8.90	8.90 - 12.42
COUNTY	FREMONT	FREMONT	FREMONT	FREMONT	FREMONT
HIGHWAY DISTRICT #	6	6	6	6	6
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	YES	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	5.385	1.141	0.921	0.700	3.520
NUM OF LANES (EXISTING)	2	2	2	2	2
LANES	24	22	20	24	22
WIDTH	MIXED BITUMINOUS	MIXED BITUMINOUS	MIXED BITUMINOUS	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	EARTH	EARTH	BITUMINOUS	EARTH
SHOULDER	2	1	1	2	1
WIDTH	BITUMINOUS	EARTH	EARTH	BITUMINOUS	EARTH
MATERIAL TYPE	--	--	--	--	--
MEDIAN WIDTH	--	--	--	--	--
ADT (CURRENT)	881	400	400	396	224
ADT (FUTURE) -- 20 YEAR	1,092	495	495	489	278
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	TWO LANES	PARTIAL LANE	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	ROAD MIX OVLAY	PAVMT XTNG GRVL	PAVMT XTNG GRVL	PAVMT XTNG GRVL
YEAR OF IMPROVEMENT	1955	1930	1935	1937	1937
SEAL COAT YEAR	1996	1996	1996	1996	1996
S/N OR D	3.3	4.1	1.9	1.9	1.9
PERCENT TRUCKS--PEAK	9	9	9	8	10
V/C RATIO	0.08	0.04	0.05	0.04	0.03
CRACK/ROUGH/FINAL INDEX	2.7/3.0/2.8	2.5/3.0/2.7	1.8/2.4/2.0	3.5/2.8/3.2	4.3/2.9/3.7

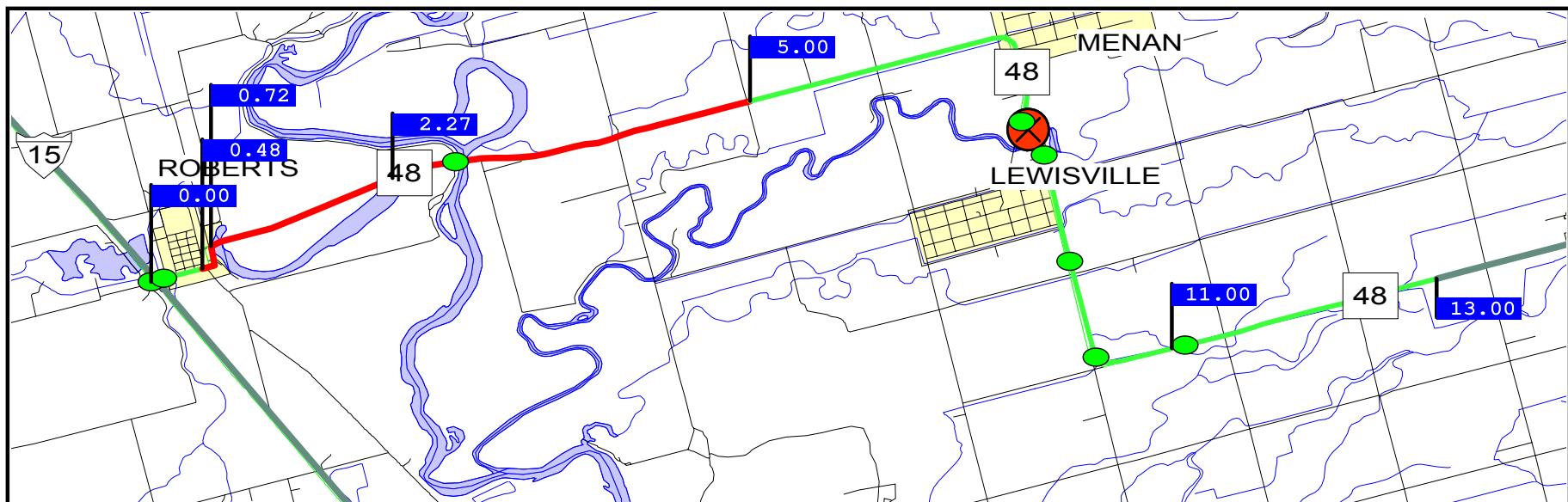
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RECONST WIDER	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2008	2006	2003	2012
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	LANE WIDTH	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	HORIZ ALIGNMENT	SHLD WIDTH-R
SYSTEM DEFICIENCY:			SHLD WIDTH-R	
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$43,000	\$9,000	\$92,000	\$6,000
FOR CONSTRUCTION	\$1,325,000	\$281,000	\$930,000	\$237,000
TOTAL	\$1,368,000	\$290,000	\$1,022,000	\$243,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2

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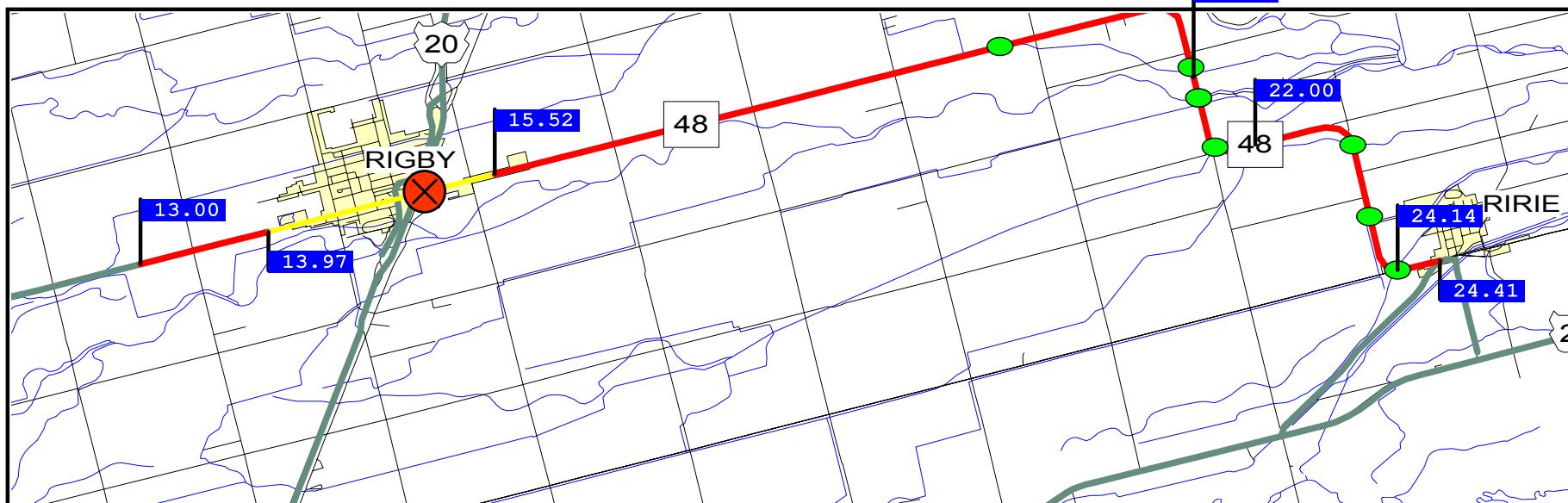
RURAL

	0.00 - 0.48 COUNTY HIGHWAY DISTRICT # FUNCTIONAL CLASS FEDERAL AID SYSTEM RR-XINGS STRUCTURES TERRAIN TYPE TYPE OF DEVELOPMENT SECTION LENGTH NUM OF LANES (EXISTING) LANES WIDTH MATERIAL TYPE SHOULDER WIDTH MATERIAL TYPE MEDIAN WIDTH ADT (CURRENT) ADT (FUTURE) -- 20 YEAR ACCESS CONTROL (CURRENT) WIDENING FEASIBLE? AVE. 5 YR. ACC. NOS. PAVEMENT IMPROVEMENT YEAR OF IMPROVEMENT SEAL COAT YEAR S/N OR D PERCENT TRUCKS--PEAK V/C RATIO CRACK/ROUGH/FINAL INDEX	0.48 - 0.72 JEFFERSON	0.72 - 2.27 JEFFERSON	2.27 - 5.00 JEFFERSON	5.00 - 11.00 JEFFERSON	11.00 - 13.00 JEFFERSON
MAJOR COLLECTOR	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
NO	YES	NO	NO	NO	YES	NO
YES	NO	NO	YES	YES	YES	NO
RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
DENSE	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
0.478	0.242	1.550	2.730	6.000	2.000	2
2	2	2	2	2	2	2
24	24	24	24	24	24	24
HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
0	3	3	3	3	3	3
CURBED	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION	COMBINATION
--	--	--	--	--	--	--
2,027	2,466	1,800	1,800	1,885	2,239	
2,503	3,033	2,227	2,227	2,328	2,754	
NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
.
NW CONS/RCN FLX	NW CONS/RCN FLX	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.
1969	1926	1998	1998	1998	1998	1998
1993	1993	1993	1998	1993	1993	1993
3.6	1.7	2.5	2.5	2.5	2.5	2.5
7	6	9	9	8	6	
0.14	0.14	0.10	0.10	0.11	0.13	
4.0/2.1/3.3	2.5/1.5/2.1	4.5/3.5/4.1	4.5/3.3/4.0	5.0/3.5/4.4	4.9/3.5/4.3	

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2005	2013	2013
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$1,000	\$6,000	\$11,000
FOR CONSTRUCTION	\$53,000	\$341,000	\$601,000
TOTAL	\$54,000	\$347,000	\$612,000
ACCESS CONTROL (FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2

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RURAL

MILEPOSTS	13.00 - 13.97	15.52 - 21.00	21.00 - 22.00	22.00 - 24.14	24.14 - 24.41
COUNTY	JEFFERSON	JEFFERSON	JEFFERSON	JEFFERSON	BONNEVILLE
HIGHWAY DISTRICT #	6	6	6	6	6
FUNCTIONAL CLASS	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	YES	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	DENSE
SECTION LENGTH	0.971	5.485	1.000	2.140	0.269
NUM OF LANES (EXISTING)	2	2	2	2	2
LANES					
WIDTH	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	MIXED BITUMNOUS	HIGH FLEXIBLE	MIXED BITUMNOUS	MIXED BITUMNOUS
SHOULDER					
WIDTH	2	1	5	2	2
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--
ADT (CURRENT)	2,891	1,661	944	920	1,780
ADT (FUTURE) -- 20 YEAR	3,542	2,031	1,156	1,127	2,168
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	REHAB & RESURF	NW CONS/RCN FLX	ROAD MIX OVLAY	ROAD MIX OVLAY
YEAR OF IMPROVEMENT	1987	1963	1986	1970	1970
SEAL COAT YEAR	2002	2002	2002	2002	2002
S/N OR D	1.7	2.0	2.4	2.3	2.3
PERCENT TRUCKS--PEAK	5	3	4	5	2
V/C RATIO	0.17	0.10	0.06	0.06	0.10
CRACK/ROUGH/FINAL INDEX	2.7/2.5/2.6	2.4/2.5/2.4	3.7/3.1/3.5	3.0/2.6/2.8	3.0/3.2/3.1

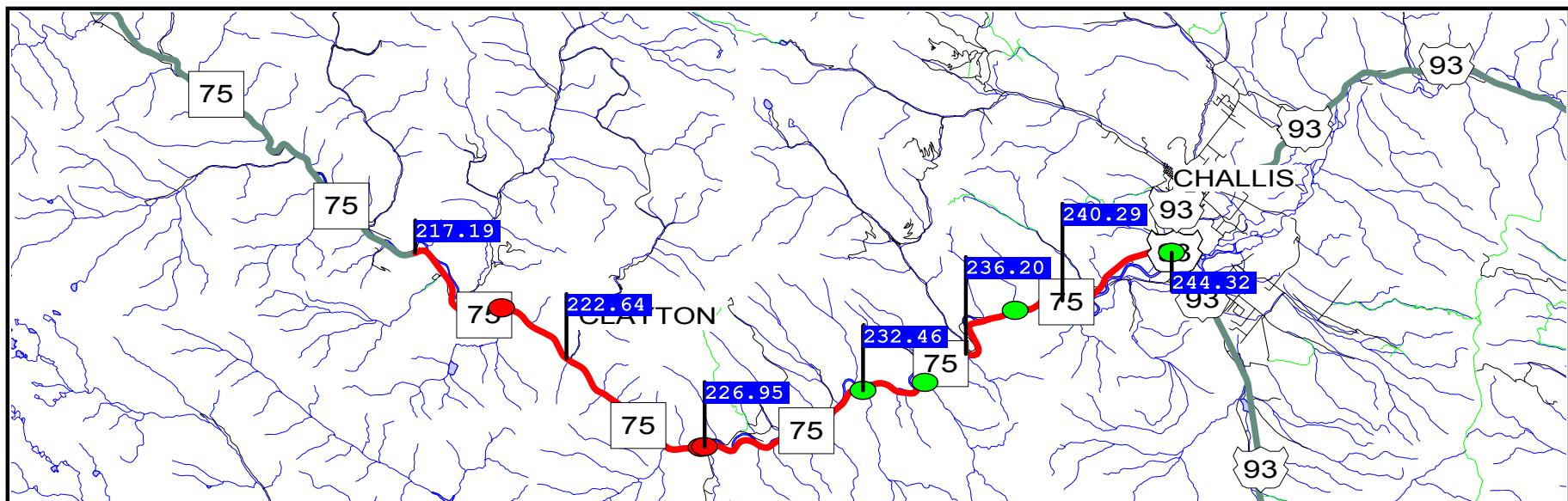
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2006	2005	2013	2009	2009
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	HORIZ ALIGNMENT	SHLD WIDTH-R	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:			SHLD WIDTH-R		SHLD WIDTH-R
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$4,000	\$22,000	\$20,000	\$9,000	\$5,000
FOR CONSTRUCTION	\$214,000	\$1,207,000	\$408,000	\$471,000	\$110,000
TOTAL	\$218,000	\$1,229,000	\$428,000	\$480,000	\$115,000
ACCESS CONTROL(FUTURE)	NO CONTROL				
NUM OF LANES(DES.)	2	2	2	2	2

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RURAL

	217.19 - 222.64 CUSTER	222.64 - 226.95 CUSTER	226.95 - 232.46 CUSTER	232.46 - 236.20 CUSTER	236.20 - 240.29 CUSTER	240.29 - 244.32 CUSTER
COUNTY	6	6	6	6	6	6
HIGHWAY DISTRICT #	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	YES	YES	YES	NO	NO	YES
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	5.451	4.314	5.505	3.740	4.094	4.035
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS
SHOULDER	2	3	3	3	2	4
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	COMBINATION	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	.	.	.	.	.	.
ADT (CURRENT)	629	650	650	650	750	750
ADT (FUTURE) -- 20 YEAR	846	874	874	874	1,006	1,006
ACCESS CONTROL (CURRENT)	NO CONTROL ONE LANE	NO CONTROL ONE LANE	NO CONTROL TWO LANES	NO CONTROL TWO LANES	NO CONTROL ONE LANE	NO CONTROL TWO LANES
WIDENING FEASIBLE?	.	.	.	.	.	.
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	C.R.A.B.S.	MILL AND INLAY	MILL AND INLAY	MILL AND INLAY	MILL AND INLAY
YEAR OF IMPROVEMENT	1995	1995	1989	1989	1989	1989
SEAL COAT YEAR	1992	1996	1996	1996	1996	1996
S/N OR D	1.5	1.7	1.0	1.0	1.0	1.0
PERCENT TRUCKS--PEAK	9	9	9	9	7	7
V/C RATIO	0.08	0.08	0.06	0.06	0.09	0.07
CRACK/ROUGH/FINAL INDEX	4.3/3.4/3.9	4.4/3.3/3.9	4.5/3.5/4.1	4.5/3.7/4.1	4.5/3.6/4.1	4.0/3.6/3.8

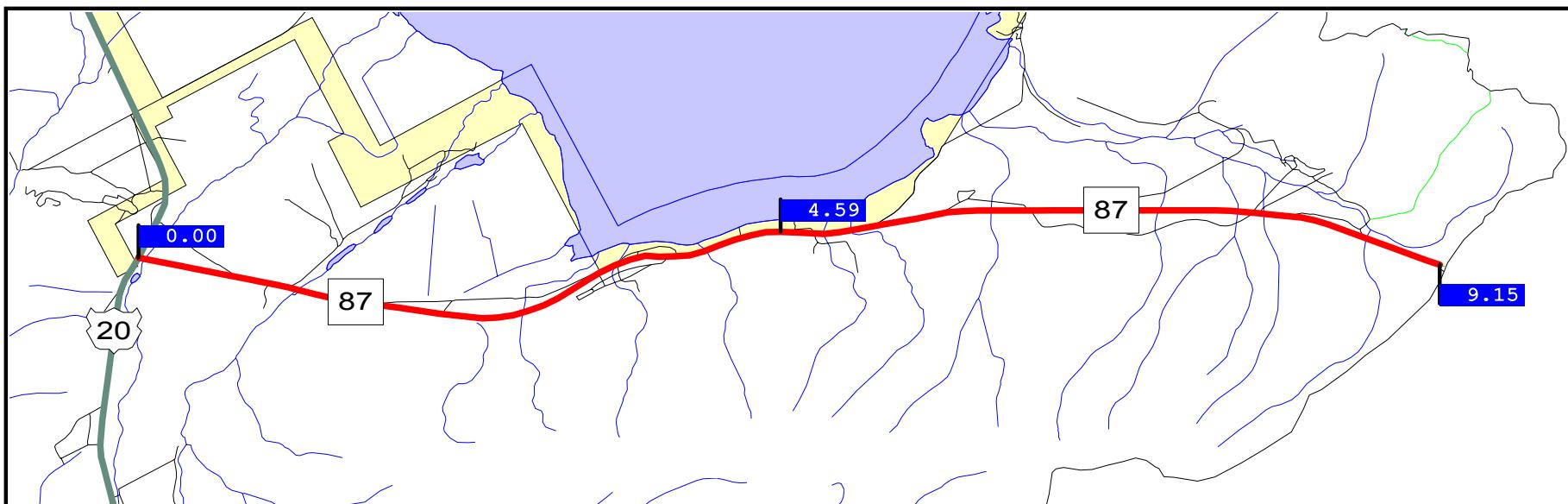
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMT	RESURF W/SHLD R IMPROVE & ALIGN				
YEAR OF IMPROVEMENT	2010	2011	2011	2011	2011	2009
SYSTEM DEFICIENCY:	PSR < RESRF-PSR					
SYSTEM DEFICIENCY:	SHLD WIDTH-R	HORIZ ALIGNMENT				
SYSTEM DEFICIENCY:						SHLD WIDTH-R
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$55,000	\$43,000	\$55,000	\$37,000	\$41,000	\$153,000
FOR CONSTRUCTION	\$2,159,000	\$1,708,000	\$1,574,000	\$1,070,000	\$1,621,000	\$2,122,000
TOTAL	\$2,214,000	\$1,751,000	\$1,629,000	\$1,107,000	\$1,662,000	\$2,275,000
ACCESS CONTROL(FUTURE)	NO CONTROL					
NUM OF LANES(DES.)	2	2	2	2	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

BRIDGE KEY	17790	17795	17800
FEATURES	SALMON RIVER;W	SALMON RIVER;E	E.FK.SALMON RI
MILEPOST	220.57	226.86	226.96
SQUARE FOOTAGE	6652	6329	4478
PROGRAMMED YEAR	2005		9999
SUFFICIENCY RATING	25.0	61.3	44.0
WEIGHT RESTRICTION	NO	NO	YES
WIDTH RESTRICTION	YES	YES	YES
HEIGHT RESTRICTION	NO	NO	NO
DEFICIENCY	STRUC DEFICIENT	NONE	NONE



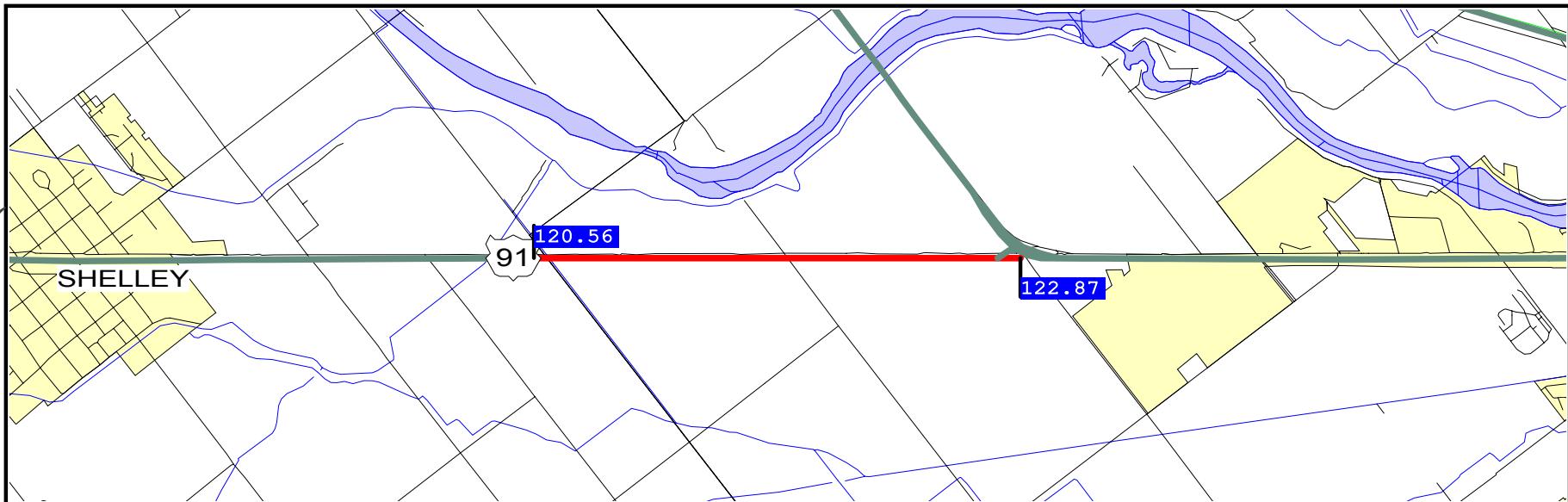
RURAL

MILEPOSTS	0.00 - 4.59	4.59 - 9.14
COUNTY	FREMONT	FREMONT
HIGHWAY DISTRICT #	6	6
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	4.592	4.553
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	5	5
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--
ADT (CURRENT)	730	589
ADT (FUTURE) -- 20 YEAR	983	798
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1962	1962
SEAL COAT YEAR	1999	1999
S/N OR D	2.6	2.6
PERCENT TRUCKS--PEAK	10	12
V/C RATIO	0.08	0.07
CRACK/ROUGH/FINAL INDEX	3.0/3.1/3.0	3.0/3.2/3.1

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN
YEAR OF IMPROVEMENT	2008	2008
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	HORIZ ALIGNMENT
SYSTEM DEFICIENCY:		VERT ALIGNMENT
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$46,000	\$173,000
FOR CONSTRUCTION	\$1,313,000	\$2,395,000
TOTAL	\$1,359,000	\$2,568,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2

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RURAL

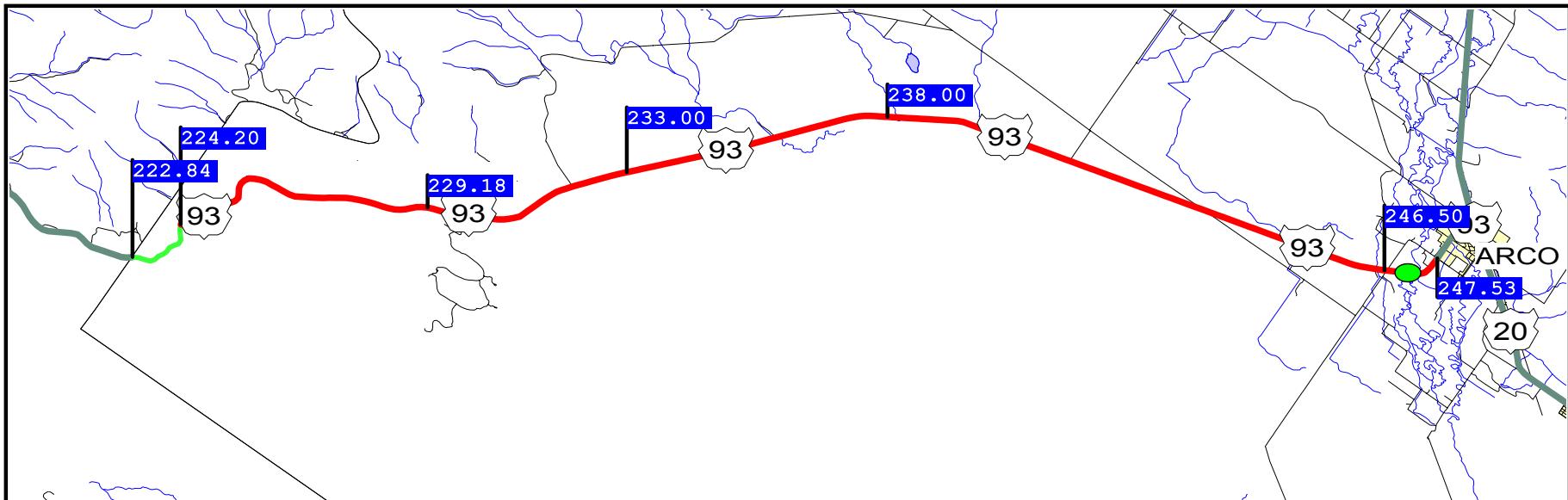


MILEPOSTS	120.56 - 122.87
COUNTY	BONNEVILLE
HIGHWAY DISTRICT #	6
FUNCTIONAL CLASS	MAJOR COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
TERRAIN TYPE	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL
SECTION LENGTH	2.305
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	4
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	--
ADT (CURRENT)	6,784
ADT (FUTURE) -- 20 YEAR	8,261
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1971
SEAL COAT YEAR	1983
S/N OR D	2.6
PERCENT TRUCKS--PEAK	2
V/C RATIO	0.29
CRACK/ROUGH/FINAL INDEX	2.9/3.4/3.1

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2008
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$9,000
FOR CONSTRUCTION	\$507,000
TOTAL	\$516,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 4 0

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RURAL

MILEPOSTS	222.84 - 224.20	224.20 - 229.18	229.18 - 233.00	233.00 - 238.00	238.00 - 246.50	246.50 - 247.53
COUNTY	BUTTE	BUTTE	BUTTE	BUTTE	BUTTE	BUTTE
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	YES
TERRAIN TYPE	MOUNTAINOUS	RURAL-ROLLING	RURAL-FLAT	RURAL-ROLLING	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	1.365	4.982	3.818	5.000	8.498	1.034
NUM OF LANES (EXISTING)	3	2	2	2	2	2
LANES						
WIDTH	36	24	24	24	24	24
MATERIAL TYPE	MIXED BITUMINOUS	HIGH FLEXIBLE				
SHOULDER						
WIDTH	4	2	5	4	5	5
MATERIAL TYPE	BITUMINOUS	COMBINATION	COMBINATION	COMBINATION	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,100	1,100	1,156	1,200	1,200	1,900
ADT (FUTURE) -- 20 YEAR	1,647	1,647	1,714	1,766	1,766	2,763
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CON/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1996	1983	1983	1983	1979	1967
SEAL COAT YEAR	1991	1999	1999	1999	1999	1999
S/N OR D	4.4	2.9	4.5	4.5	3.9	2.1
PERCENT TRUCKS--PEAK	16	16	12	10	10	6
V/C RATIO	0.09	0.11	0.09	0.11	0.10	0.15
CRACK/ROUGH/FINAL INDEX	5.0/3.2/4.1	2.2/3.0/2.6	3.5/3.1/3.3	3.5/3.0/3.3	2.5/2.8/2.6	2.9/3.2/3.0

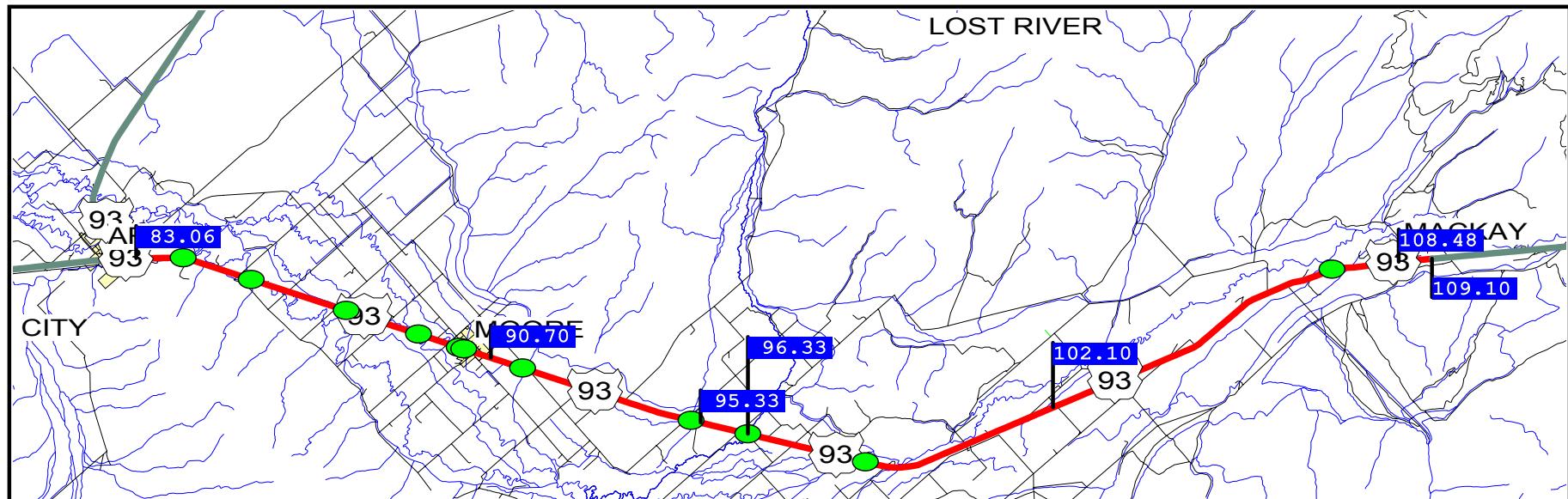
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2003	RESURFACE WITH SHLD IMPROVMENT 2010	RESURFACE WITH SHLD IMPROVMENT 2010	RESURFACE WITH SHLD IMPROVMENT 2004	RESURFACE WITH SHLD IMPROVMENT 2005
YEAR OF IMPROVEMENT					
SYSTEM DEFICIENCY:	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHOULDER TYPE	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R
SYSTEM DEFICIENCY:					
SYSTEM DEFICIENCY:					
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$50,000	\$23,000	\$50,000	\$51,000	\$6,000
FOR CONSTRUCTION	\$1,684,000	\$1,214,000	\$1,690,000	\$2,702,000	\$329,000
TOTAL	\$1,734,000	\$1,237,000	\$1,740,000	\$2,753,000	\$335,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 2 0

030215



RURAL

	83.06 - 90.70 COUNTY HIGHWAY DISTRICT # FUNCTIONAL CLASS FEDERAL AID SYSTEM RR-XINGS STRUCTURES TERRAIN TYPE TYPE OF DEVELOPMENT SECTION LENGTH NUM OF LANES (EXISTING) LANES	90.70 - 95.33 BUTTE	95.33 - 96.33 BUTTE	96.33 - 102.10 CUSTER	102.10 - 108.48 CUSTER	108.48 - 109.10 CUSTER
WIDTH	24	24	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	MIXED BITUMINOUS	MIXED BITUMINOUS	MIXED BITUMINOUS	MIXED BITUMINOUS	HIGH FLEXIBLE
SHOULDER	5	1	1	1	1	8
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,950	1,100	1,090	1,038	1,164	1,678
ADT (FUTURE) -- 20 YEAR	2,825	1,612	1,598	1,524	1,699	2,416
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	>= 3 LANES	TWO LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	ROAD MIX OVLAY	ROAD MIX OVLAY	ROAD MIX OVLAY
YEAR OF IMPROVEMENT	1995	1933	1933	1967	1967	1967
SEAL COAT YEAR	1986	1996	1996	1993	1993	1993
S/N OR D	2.9	2.0	2.0	2.5	2.5	2.5
PERCENT TRUCKS--PEAK	5	9	9	9	8	3
V/C RATIO	0.17	0.10	0.10	0.10	0.11	0.14
CRACK/ROUGH/FINAL INDEX	3.2/3.7/3.4	2.4/3.0/2.7	2.5/3.0/2.7	2.5/2.9/2.7	2.5/3.0/2.7	2.4/2.7/2.5

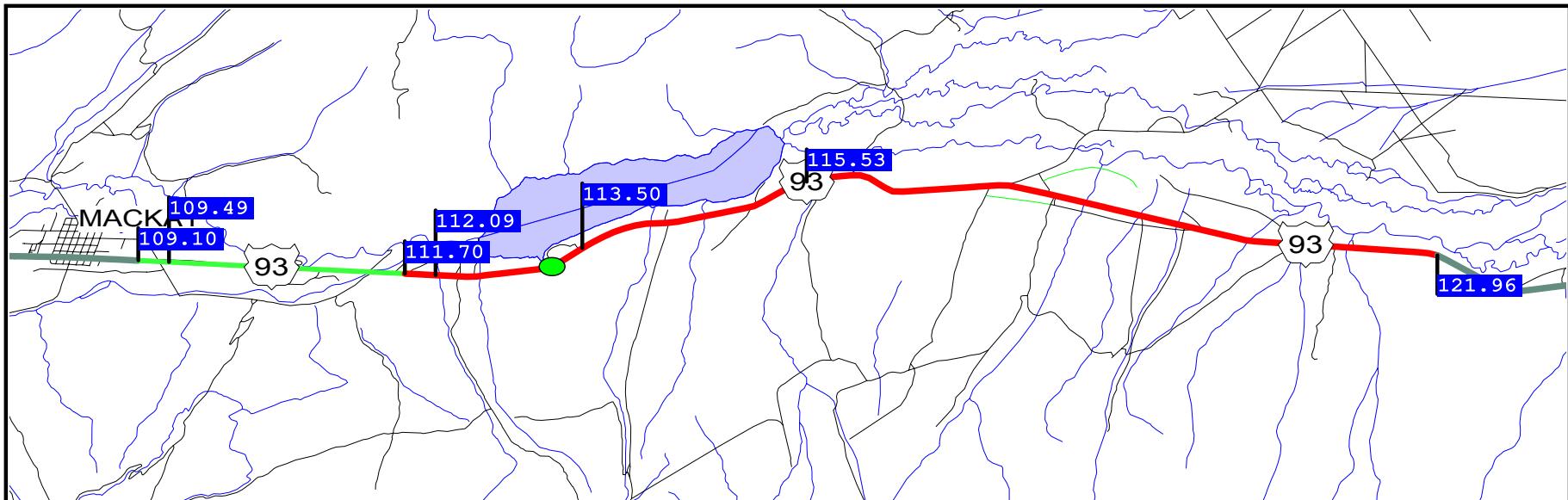
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE
YEAR OF IMPROVEMENT	2007	2003	2004	2004	2004	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R	HORIZ ALIGNMENT	SHLD WIDTH-R	SHLD WIDTH-R	
SYSTEM DEFICIENCY:			SHLD WIDTH-R			
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$46,000	\$28,000	\$38,000	\$35,000	\$38,000	\$0
FOR CONSTRUCTION	\$2,431,000	\$1,472,000	\$545,000	\$1,834,000	\$2,029,000	\$98,000
TOTAL	\$2,477,000	\$1,500,000	\$583,000	\$1,869,000	\$2,067,000	\$98,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES (DES.)	2	2	2	2	2	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 2 0

030215



RURAL

MILEPOSTS	109.10 - 109.48	109.49 - 111.70	111.70 - 112.09	112.09 - 113.50	113.50 - 115.53	115.53 - 121.96
COUNTY	CUSTER	CUSTER	CUSTER	CUSTER	CUSTER	CUSTER
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
TERRAIN TYPE	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING
TYPE OF DEVELOPMENT	DENSE	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.385	2.215	0.391	1.406	2.037	6.424
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
SHOULDER	8	1	1	3	6	5
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,448	1,100	797	690	690	630
ADT (FUTURE) -- 20 YEAR	2,093	1,603	1,170	1,019	1,019	932
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	COLD IN PL RECY	COLD IN PL RECY	ROAD MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	2000	2000	1967	1936	1978	1983
SEAL COAT YEAR	1993	1993	1993	1993	2000	1995
S/N OR D	2.5	2.8	2.8	1.9	2.4	3.8
PERCENT TRUCKS--PEAK	4	7	10	11	11	12
V/C RATIO	0.12	0.10	0.07	0.07	0.07	0.07
CRACK/ROUGH/FINAL INDEX	5.0/2.8/4.0	5.0/3.4/4.2	2.3/3.5/2.9	5.0/3.4/4.2	2.3/3.3/2.8	2.4/2.8/2.6

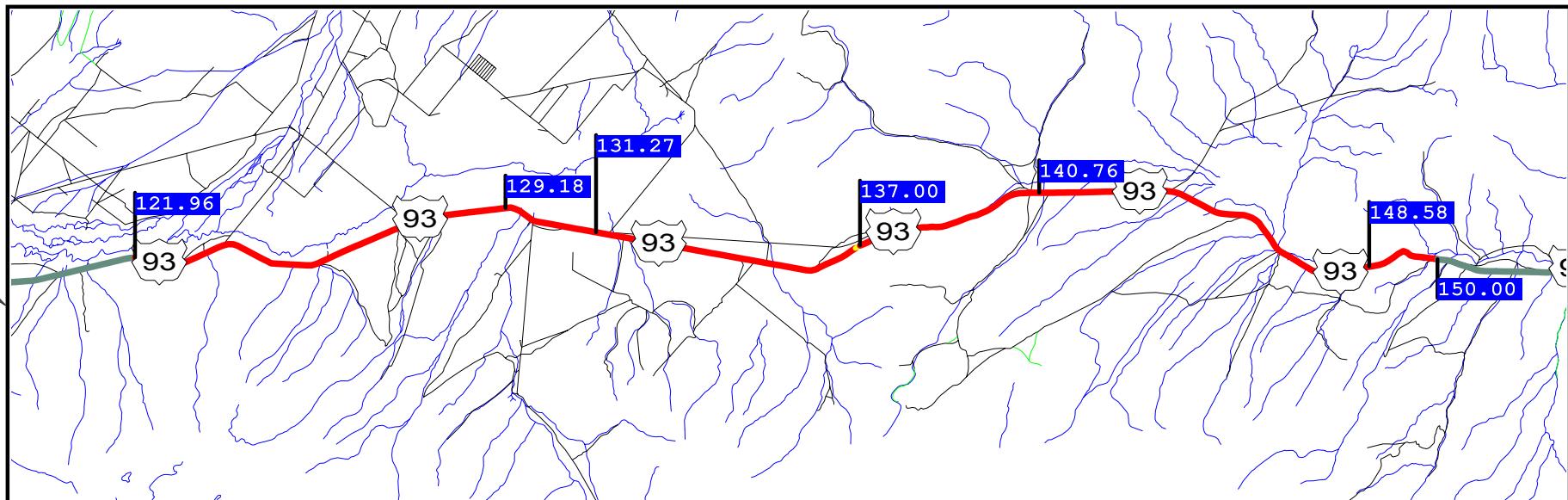
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2003	RESURFACE WITH SHLD IMPROVMENT 2012	RESURFACE WITH SHLD IMPROVMENT 2003	RESURF W/SHLD/R IMPROVE & ALIGN 2003
YEAR OF IMPROVEMENT				
SYSTEM DEFICIENCY:	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR HORIZ ALIGNMENT SHLD WIDTH-R
SYSTEM DEFICIENCY:				
SYSTEM DEFICIENCY:				
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$2,000	\$14,000	\$20,000	\$334,000
FOR CONSTRUCTION	\$124,000	\$475,000	\$689,000	\$4,086,000
TOTAL	\$126,000	\$489,000	\$709,000	\$4,420,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 2 0

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	121.96 - 129.18 CUSTER	129.18 - 131.27 CUSTER	131.27 - 137.00 CUSTER	137.00 - 140.76 CUSTER	140.76 - 148.58 CUSTER	148.58 - 150.00 CUSTER
COUNTY	6	6	6	6	6	6
HIGHWAY DISTRICT #	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FUNCTIONAL CLASS	NHS	NHS	NHS	NHS	NHS	NHS
FEDERAL AID SYSTEM	NO	NO	NO	NO	NO	NO
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	RURAL-ROLLING	RURAL-ROLLING	RURAL-FLAT	MOUNTAINOUS	RURAL-ROLLING	MOUNTAINOUS
TERRAIN TYPE	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
TYPE OF DEVELOPMENT	7.222	2.087	5.733	3.762	7.818	1.420
SECTION LENGTH						
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	MIXED BITUMINOUS	MIXED BITUMINOUS	HIGH FLEXIBLE
MATERIAL TYPE						
SHOULDER	5	5	1	2	1	2
WIDTH	BITUMINOUS	BITUMINOUS	BITUMINOUS	STABILIZED	STABILIZED	COMBINATION
MATERIAL TYPE	--	--	--	--	--	--
MEDIAN WIDTH	589	466	450	450	498	540
ADT (CURRENT)	875	699	677	677	744	804
ADT (FUTURE) -- 20 YEAR	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
ACCESS CONTROL (CURRENT)	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	>= 3 LANES	TWO LANES
WIDENING FEASIBLE?	.	.	.	.	.	.
AVE. 5 YR. ACC. NOS.						
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1985	1978	1994	1948	1944	1944
SEAL COAT YEAR	2000	2000	2000	1999	1999	1999
S/N OR D	2.5	2.6	3.8	1.0	1.0	1.0
PERCENT TRUCKS--PEAK	13	17	17	17	15	14
V/C RATIO	0.06	0.05	0.04	0.06	0.06	0.07
CRACK/ROUGH/FINAL INDEX	2.6/2.9/2.7	2.4/3.3/2.8	4.1/3.8/4.0	2.4/3.0/2.7	2.0/3.1/2.5	2.5/2.6/2.5

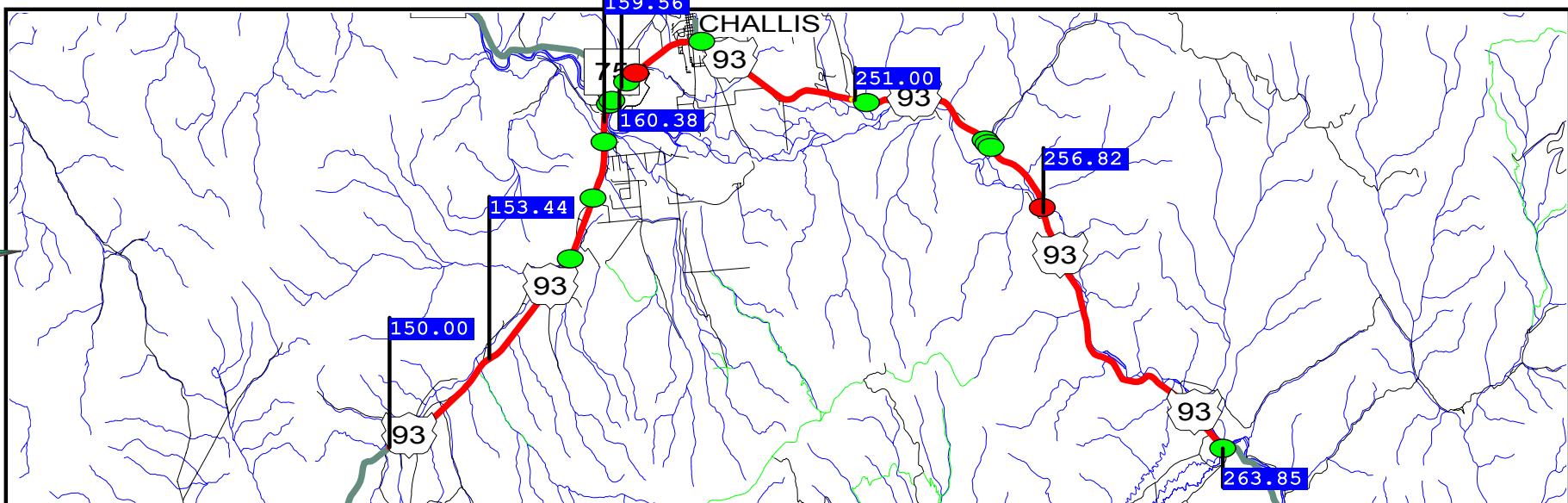
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT					
YEAR OF IMPROVEMENT	2004	2003	2015	2003	2003	2004
SYSTEM DEFICIENCY:	PSR < RESRF-PSR					
SYSTEM DEFICIENCY:	SHLD WIDTH-R					
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$72,000	\$21,000	\$34,000	\$45,000	\$78,000	\$17,000
FOR CONSTRUCTION	\$2,441,000	\$705,000	\$1,823,000	\$1,633,000	\$2,642,000	\$616,000
TOTAL	\$2,513,000	\$726,000	\$1,857,000	\$1,678,000	\$2,720,000	\$633,000
ACCESS CONTROL(FUTURE)	NO CONTROL					
NUM OF LANES(DES.)	2	2	2	2	2	2

H P M S S T U D Y F O 244.32 A D S E G M E N T : 002220

030215



RURAL

MILEPOSTS	150.00 - 153.44	153.44 - 159.56	159.56 - 160.38	244.32 - 251.00	251.00 - 256.82	256.82 - 263.85
COUNTY	CUSTER	CUSTER	CUSTER	CUSTER	CUSTER	CUSTER
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	YES	YES	YES	YES	YES
TERRAIN TYPE	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	RURAL-ROLLING	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	DENSE	RURAL	RURAL
SECTION LENGTH	3.437	6.125	0.820	6.675	5.820	7.031
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	MIXED BITUMINOUS	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	STABILIZED	STABILIZED	BITUMINOUS	COMBINATION	COMBINATION	STABILIZED
SHOULDER	1	2	8	2	2	1
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	STABILIZED	STABILIZED	BITUMINOUS	COMBINATION	COMBINATION	STABILIZED
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	540	568	1,033	1,548	849	810
ADT (FUTURE) -- 20 YEAR	804	844	1,526	2,260	1,244	1,190
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	>= 3 LANES	>= 3 LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	ROAD MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1940	1959	1995	1959	1959	1938
SEAL COAT YEAR	1999	1999	1992	1994	1994	1994
S/N OR D	1.9	1.9	2.4	1.7	1.7	1.9
PERCENT TRUCKS--PEAK	14	14	12	8	9	10
V/C RATIO	0.06	0.06	0.10	0.11	0.06	0.08
CRACK/ROUGH/FINAL INDEX	2.5/2.5/2.5	2.2/2.5/2.3	5.0/3.2/4.1	2.3/2.6/2.4	2.4/2.7/2.5	1.5/2.6/2.0

HIGHWAY IMPROVEMENT #1

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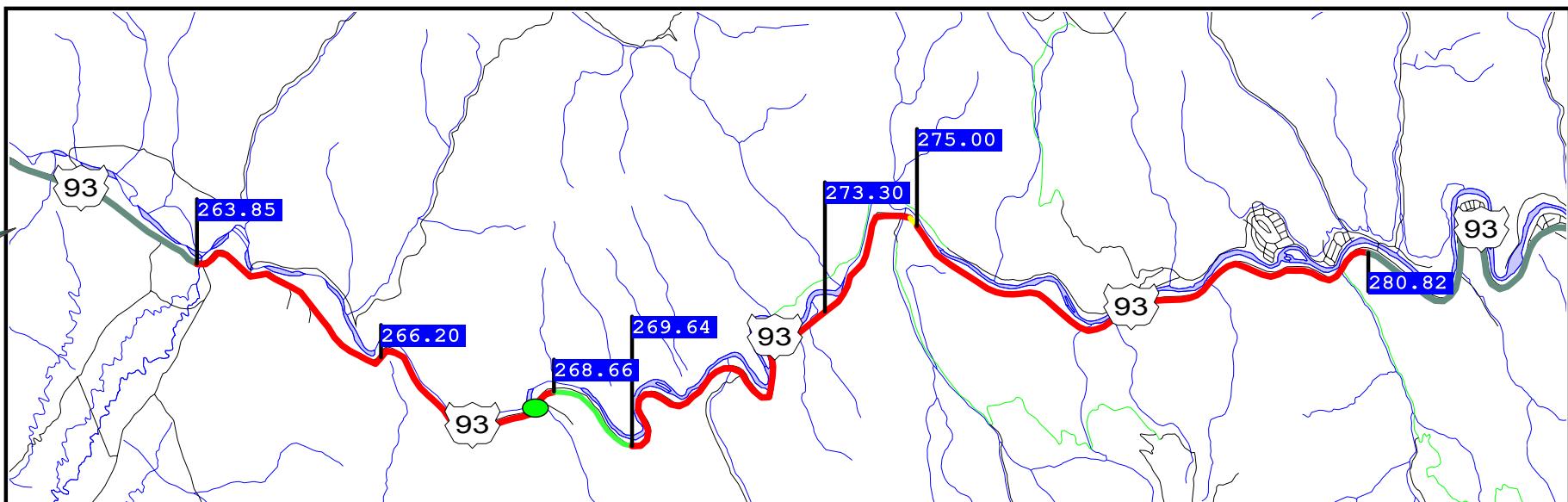
TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE	RESURF W/SHLD/R IMPROVE & ALIGN	RESURF W/SHLD/R IMPROVE & ALIGN	PAVEMNT-RECONST
YEAR OF IMPROVEMENT	2004	2003	2013	2003	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR		PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R		HORIZ ALIGNMENT	HORIZ ALIGNMENT	PSR < RECON-PSR
SYSTEM DEFICIENCY:				SHLD WIDTH-R	SHLD WIDTH-R	
COST OF IMPROVEMENT						
FOR ROW AND UTIL	\$34,000	\$61,000	\$0	\$347,000	\$303,000	\$281,000
FOR CONSTRUCTION	\$1,162,000	\$2,070,000	\$134,000	\$4,245,000	\$3,702,000	\$8,409,000
TOTAL	\$1,196,000	\$2,131,000	\$134,000	\$4,592,000	\$4,005,000	\$8,690,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2	2	2

S T R U C T U R E I M P R O V E M E N T SSTRUCTURE REPLACEMENTS

BRIDGE KEY	17835	17865
FEATURES	GINI CANAL	SALMON RIVER
MILEPOST	244.84	256.80
SQUARE FOOTAGE	896	7136
PROGRAMMED YEAR		2006
SUFFICIENCY RATING	0.0	49.5
WEIGHT RESTRICTION	NO	NO
WIDTH RESTRICTION	NO	YES
HEIGHT RESTRICTION	NO	NO
DEFICIENCY	NONE	NONE

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 2 0

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RURAL

MILEPOSTS	263.85 - 266.20	266.20 - 268.66	268.66 - 269.64	269.64 - 273.30	273.30 - 275.00	275.00 - 280.82
COUNTY	LEMHI	LEMHI	LEMHI	LEMHI	LEMHI	LEMHI
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	2.349	2.463	0.976	3.661	1.700	5.821
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	22	22	24	24	24	24
WIDTH	MIXED BITUMINOUS	MIXED BITUMINOUS	HIGH FLEXIBLE	BIT PENETRATION	BIT PENETRATION	MIXED BITUMINOUS
MATERIAL TYPE	EARTH	EARTH	COMBINATION	STABILIZED	COMBINATION	BITUMINOUS
SHOULDER	1	1	4	1	2	1
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	EARTH	EARTH	COMBINATION	STABILIZED	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	800	800	800	800	800	800
ADT (FUTURE) -- 20 YEAR	1,200	1,200	1,200	1,200	1,200	1,200
ACCESS CONTROL (CURRENT)	NO CONTROL ONE LANE	NO CONTROL PARTIAL LANE	PARTIAL CONTROL TWO LANES	PARTIAL CONTROL ONE LANE	PARTIAL CONTROL TWO LANES	PARTIAL CONTROL ONE LANE
WIDENING FEASIBLE?	.	.	.	.	.	.
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1949	1949	1996	1949	1942	1942
SEAL COAT YEAR	1994	1994	1991	2001	2001	2001
S/N OR D	1.4	1.4	5.0	1.4	1.5	1.5
PERCENT TRUCKS--PEAK	17	17	17	17	17	17
V/C RATIO	0.08	0.08	0.07	0.08	0.07	0.08
CRACK/ROUGH/FINAL INDEX	1.8/2.4/2.1	1.7/2.7/2.2	5.0/3.4/4.2	1.0/2.7/1.8	3.0/2.4/2.7	2.8/2.9/2.8

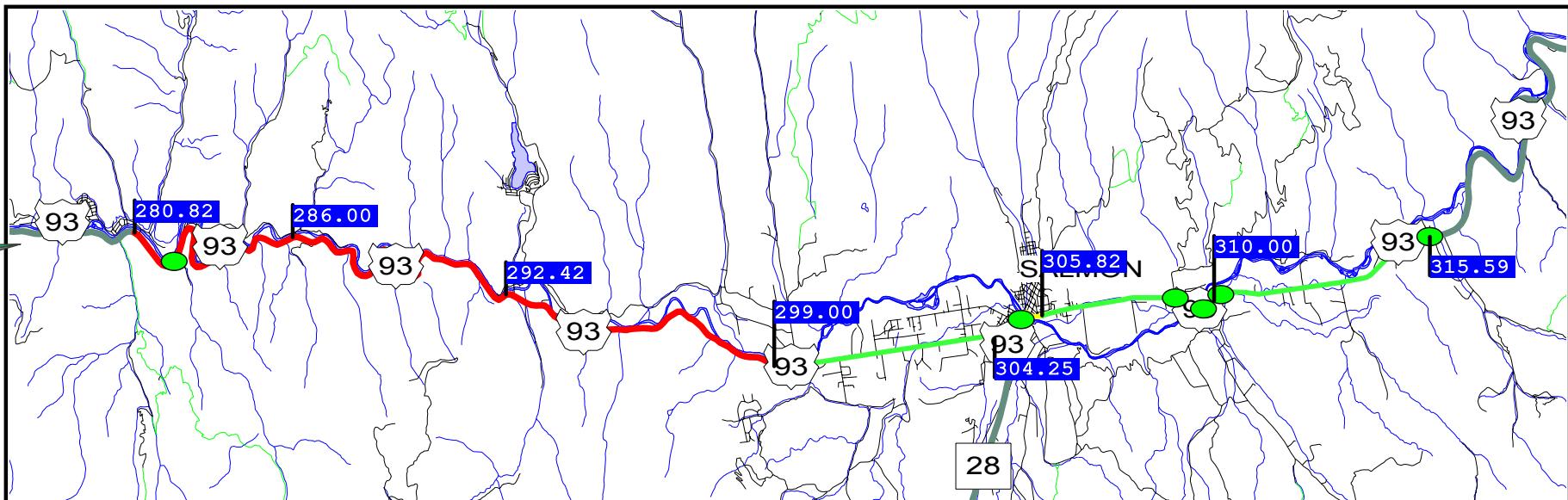
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RECONST WIDER	RECONST WIDER	PAVEMNT-RECONST	RESURFACE WITH SHLD IMPROVMENT	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2003	2003	2003	2005	2004
SYSTEM DEFICIENCY:	LANE WIDTH	LANE WIDTH	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	PSR < RECON-PSR	PSR < RECON-PSR	PSR < RECON-PSR	SHLD WIDTH-R	SHLD WIDTH-R
SYSTEM DEFICIENCY:	SHLD WIDTH-R	SHLD WIDTH-R			
COST OF IMPROVEMENT					
FOR ROW AND UTIL	\$310,000	\$325,000	\$146,000	\$20,000	\$70,000
FOR CONSTRUCTION	\$3,087,000	\$3,236,000	\$4,379,000	\$738,000	\$2,526,000
TOTAL	\$3,397,000	\$3,561,000	\$4,525,000	\$758,000	\$2,596,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	2	2	2	2	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 2 0

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	280.82 - 286.00 LEMHI	286.00 - 292.42 LEMHI	292.42 - 299.00 LEMHI	299.00 - 304.25 LEMHI	305.82 - 310.00 LEMHI	310.00 - 315.59 LEMHI
COUNTY	LEMHI	LEMHI	LEMHI	LEMHI	LEMHI	LEMHI
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	NO	NO	YES
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	RURAL-FLAT	RURAL-FLAT	RURAL-FLAT
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	DENSE	RURAL	RURAL
SECTION LENGTH	5.179	6.421	6.579	5.251	4.181	5.592
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	COMBINATION	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS
SHOULDER	1	2	1	3	2	3
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	COMBINATION	BITUMINOUS	COMBINATION	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	800	800	800	1,053	1,486	1,200
ADT (FUTURE) -- 20 YEAR	1,200	1,200	1,200	1,562	2,169	1,762
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	ONE LANE	PARTIAL LANE	ONE LANE	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	C.R.A.B.S.	C.R.A.B.S.	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1975	1995	1995	1995	2000	1949
SEAL COAT YEAR	2001	1991	1991	1991	2000	2002
S/N OR D	3.6	2.6	3.2	4.1	3.7	3.6
PERCENT TRUCKS--PEAK	17	17	17	13	8	9
V/C RATIO	0.08	0.07	0.08	0.06	0.08	0.07
CRACK/ROUGH/FINAL INDEX	3.0/2.9/3.0	5.0/3.6/4.3	3.7/3.6/3.7	5.0/3.8/4.4	5.0/3.6/4.3	5.0/4.1/4.6

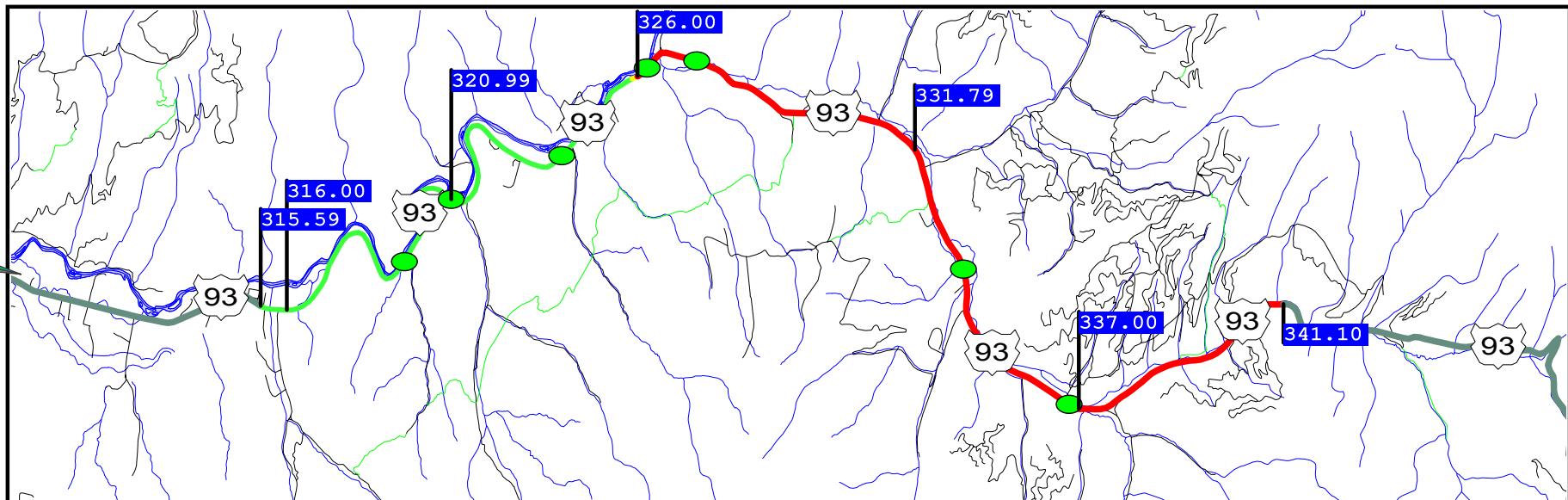
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURF W/SHLDR IMPROVE & ALIGN	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2007	2014	2012
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R	HORIZ ALIGNMENT	SHLD WIDTH-R
SYSTEM DEFICIENCY:		SHLD WIDTH-R	
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$62,000	\$360,000	\$79,000
FOR CONSTRUCTION	\$2,248,000	\$4,803,000	\$2,855,000
TOTAL	\$2,310,000	\$5,163,000	\$2,934,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 2 2 0

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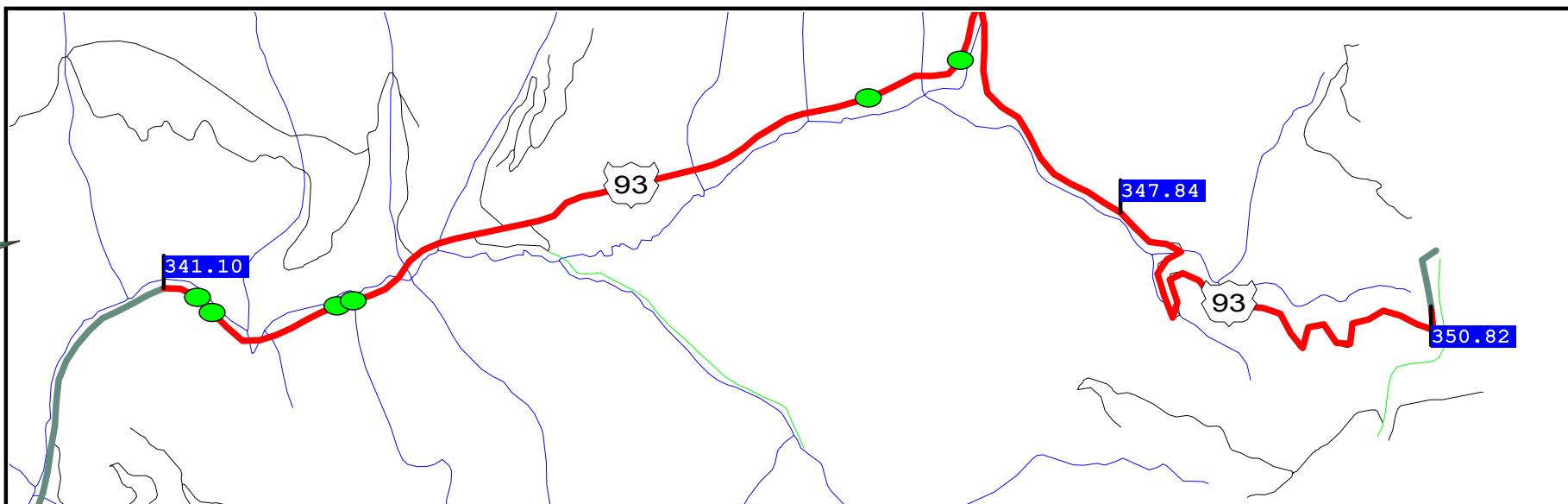
RURAL

MILEPOSTS	315.59 - 316.00	316.00 - 320.99	320.99 - 326.00	326.00 - 331.79	331.79 - 337.00	337.00 - 341.10
COUNTY	LEMHI	LEMHI	LEMHI	LEMHI	LEMHI	LEMHI
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	YES	NO	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
SECTION LENGTH	0.408	4.987	5.013	5.792	5.208	4.100
NUM OF LANES (EXISTING)	2	2	2	2	2	2
LANES	24	24	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	COMBINATION	BITUMINOUS	COMBINATION	BITUMINOUS
SHOULDER	3	2	3	1	2	3
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	COMBINATION	BITUMINOUS	COMBINATION	BITUMINOUS
MEDIAN WIDTH	--	--	--	--	--	--
ADT (CURRENT)	1,200	1,200	1,100	984	950	950
ADT (FUTURE) -- 20 YEAR	1,762	1,762	1,622	1,437	1,382	1,382
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	ONE LANE	ONE LANE	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	PLNT MIX OVLAY	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1949	1994	1994	1954	1954	1967
SEAL COAT YEAR	1995	1986	1986	1999	2000	2000
S/N OR D	3.6	3.9	3.9	1.9	1.9	1.8
PERCENT TRUCKS--PEAK	9	9	11	8	7	7
V/C RATIO	0.10	0.10	0.09	0.09	0.08	0.08
CRACK/ROUGH/FINAL INDEX	5.0/4.1/4.6	5.0/3.9/4.5	5.0/3.9/4.5	2.9/3.0/2.9	3.0/3.1/3.0	4.8/3.5/4.2

TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT 2005	RESURF W/SHLDR IMPROVE & ALIGN 2005	RESURFACE WITH SHLD IMPROVMENT 2012
YEAR OF IMPROVEMENT			
SYSTEM DEFICIENCY:	PSR < RESRF-PSR SHLD WIDTH-R	PSR < RESRF-PSR VERT ALIGNMENT	PSR < RESRF-PSR SHLD WIDTH-R
SYSTEM DEFICIENCY:			
SYSTEM DEFICIENCY:			
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$70,000	\$292,000	\$49,000
FOR CONSTRUCTION	\$2,514,000	\$3,896,000	\$1,779,000
TOTAL	\$2,584,000	\$4,188,000	\$1,828,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2

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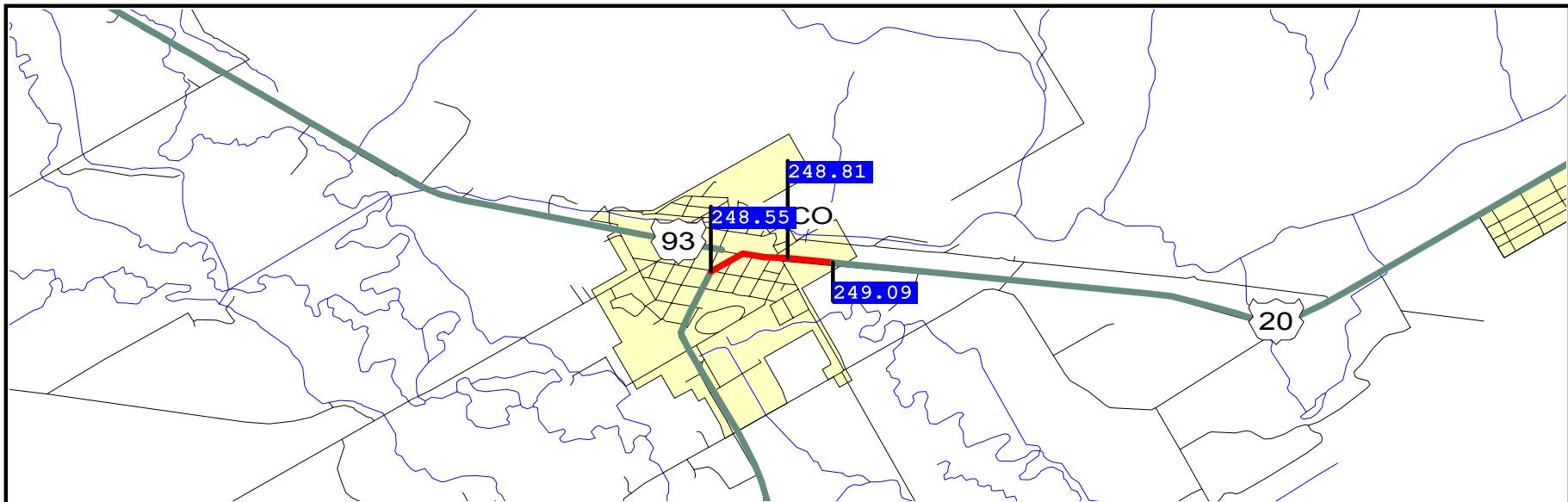


RURAL

MILEPOSTS	341.10 - 347.84	347.84 - 350.82
COUNTY	LEMHI	LEMHI
HIGHWAY DISTRICT #	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	YES	NO
TERRAIN TYPE	MOUNTAINOUS	MOUNTAINOUS
TYPE OF DEVELOPMENT	RURAL	RURAL
SECTION LENGTH	6.737	2.982
NUM OF LANES (EXISTING)	2	2
LANES		
WIDTH	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	6	9
MATERIAL TYPE	COMBINATION	COMBINATION
MEDIAN WIDTH	--	--
ADT (CURRENT)	950	950
ADT (FUTURE) -- 20 YEAR	1,382	1,382
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1954	1954
SEAL COAT YEAR	2000	2000
S/N OR D	1.4	1.4
PERCENT TRUCKS--PEAK	7	7
V/C RATIO	0.08	0.08
CRACK/ROUGH/FINAL INDEX	5.0/3.4/4.3	4.8/3.4/4.2

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2012	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$1,752,000	\$775,000
TOTAL	\$1,752,000	\$775,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2

URBAN



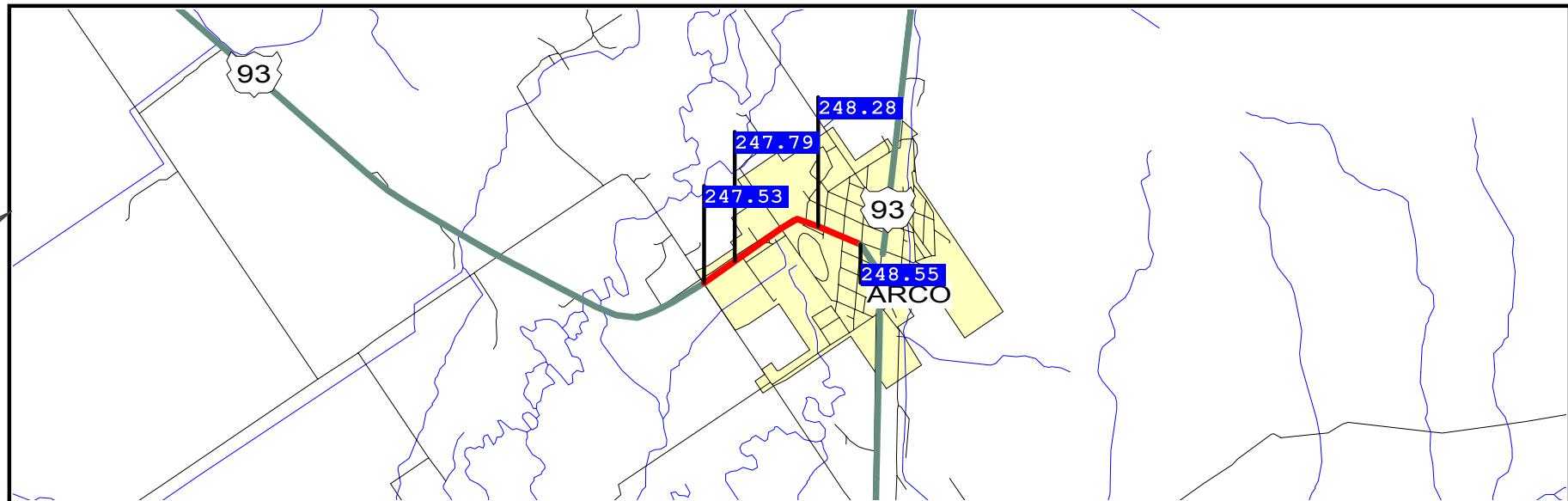
URBAN

	248.55 - 248.81	248.81 - 249.09
COUNTY	BUTTE	BUTTE
URBAN AREA	ARCO	ARCO
HIGHWAY DISTRICT #	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.253	0.283
NUM OF LANES (EXISTING)	4	2
LANES		
WIDTH	48	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	NA	6
MATERIAL TYPE	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--
PARKING	BOTH SIDES	NONE
ADT (CURRENT)	4,300	3,684
ADT (FUTURE) -- 20 YEAR	6,216	5,336
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1967	1967
SEAL COAT YEAR	1993	1993
S/N OR D	2.8	3.3
PERCENT TRUCKS--PEAK	4	5
V/C RATIO	0.12	0.21
CRACK/ROUGH/FINAL INDEX	2.3/1.8/2.1	2.3/2.7/2.5

HIGHWAY IMPROVEMENT #1

PAGE 2

TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVEMENT
YEAR OF IMPROVEMENT	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$17,000
FOR CONSTRUCTION	\$117,000	\$80,000
TOTAL	\$117,000	\$97,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	2



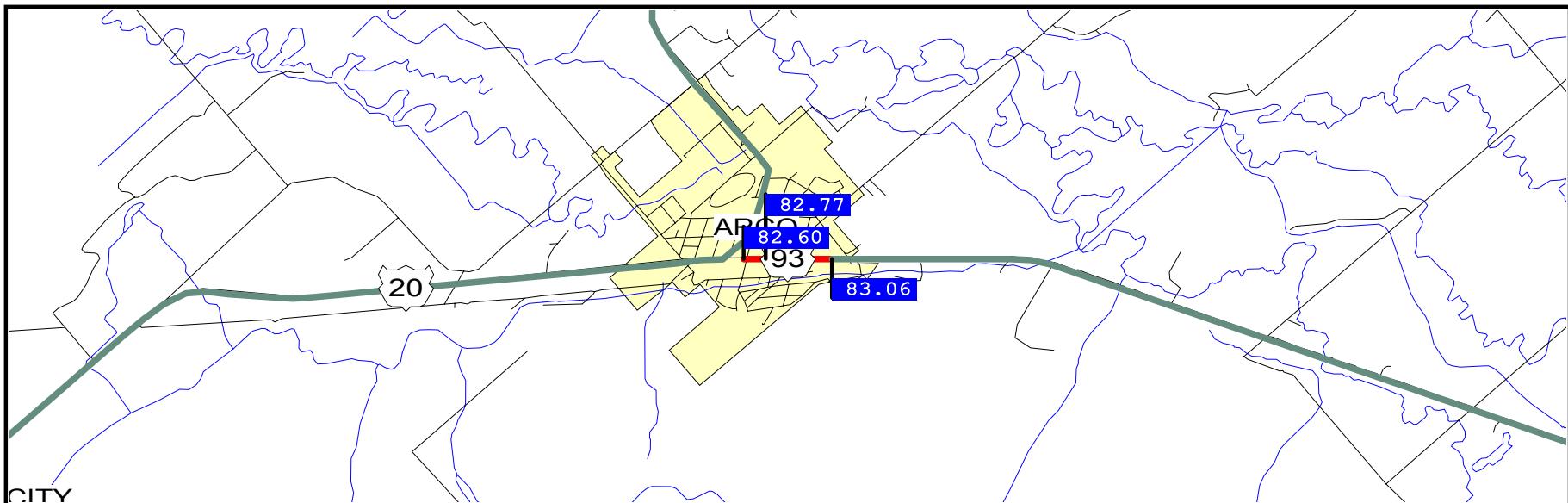
URBAN

	247.53 - 247.79	247.79 - 248.28	248.28 - 248.55
COUNTY	BUTTE	BUTTE	BUTTE
URBAN AREA	ARCO	ARCO	ARCO
HIGHWAY DISTRICT #	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL	CENTRAL BUS DIS
SECTION LENGTH	0.254	0.491	0.278
NUM OF LANES (EXISTING)	2	4	4
LANES			
WIDTH	24	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	8	NA	NA
MATERIAL TYPE	COMBINATION	CURBED	CURBED
MEDIAN WIDTH	--	--	--
PARKING	NONE	BOTH SIDES	BOTH SIDES
ADT (CURRENT)	2,584	2,600	2,600
ADT (FUTURE) -- 20 YEAR	3,780	3,803	3,803
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1967	1967	1967
SEAL COAT YEAR	1999	1999	1999
S/N OR D	2.1	2.1	2.1
PERCENT TRUCKS--PEAK	8	8	8
V/C RATIO	0.17	0.08	0.37
CRACK/ROUGH/FINAL INDEX	2.5/3.0/2.7	2.2/2.6/2.4	2.3/2.0/2.2

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2004	2003	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$0	\$0
FOR CONSTRUCTION	\$59,000	\$228,000	\$181,000
TOTAL	\$59,000	\$228,000	\$181,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	NO CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	2	4	4



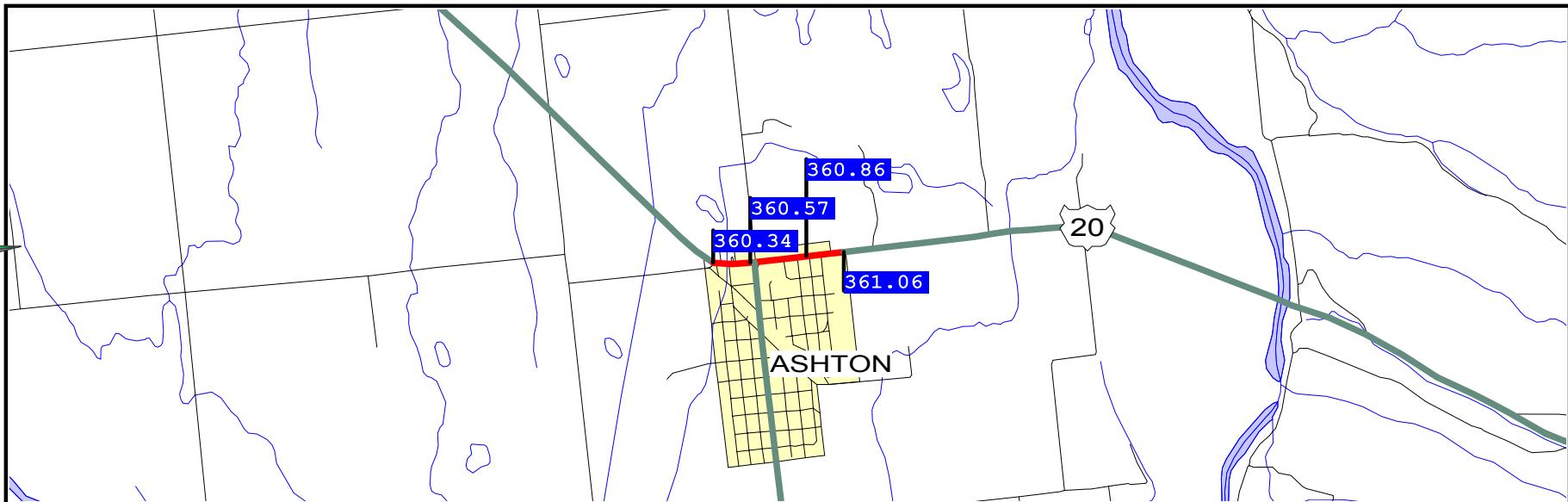
URBAN

MILEPOSTS	82.60 - 82.77	82.77 - 83.05
COUNTY	BUTTE	BUTTE
URBAN AREA	ARCO	ARCO
HIGHWAY DISTRICT #	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.170	0.285
NUM OF LANES (EXISTING)	4	2
LANES		
WIDTH	48	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	NA	4
MATERIAL TYPE	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--
PARKING	ONE SIDE	NONE
ADT (CURRENT)	3,100	3,100
ADT (FUTURE) -- 20 YEAR	4,464	4,464
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1964	1995
SEAL COAT YEAR	1995	1986
S/N OR D	2.1	2.9
PERCENT TRUCKS--PEAK	3	3
V/C RATIO	0.10	0.22
CRACK/ROUGH/FINAL INDEX	2.9/2.7/2.8	3.9/3.4/3.7

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2005	2012
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:		SHLD WIDTH-R
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$17,000
FOR CONSTRUCTION	\$79,000	\$81,000
TOTAL	\$79,000	\$98,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	4	2



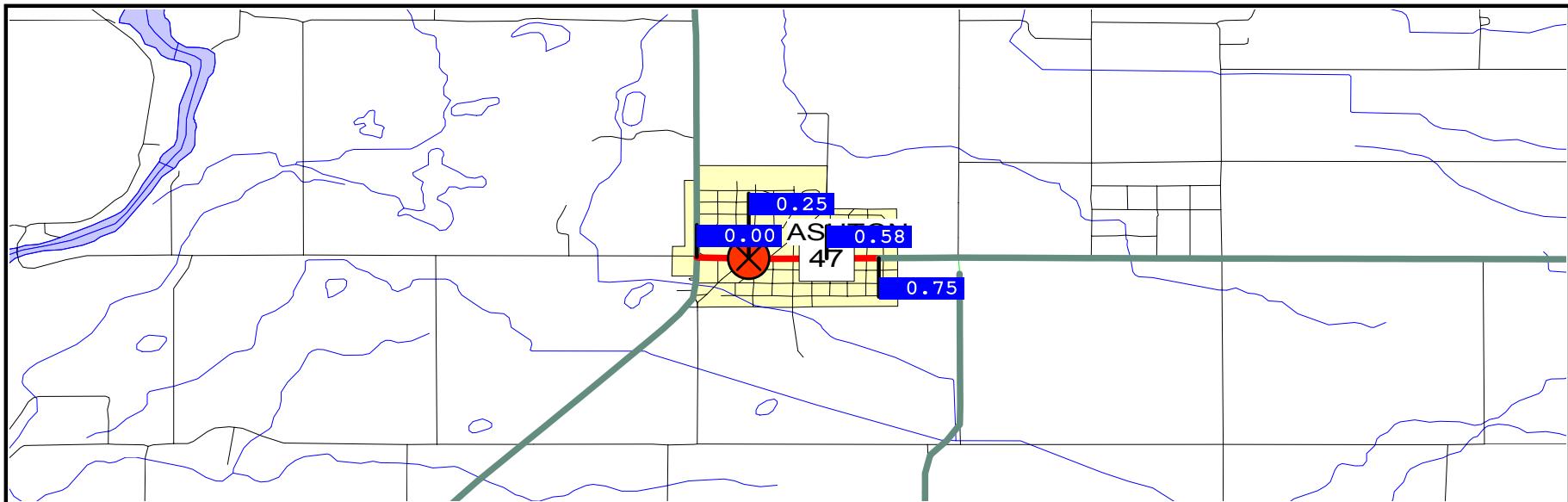
URBAN

MILEPOSTS	360.34 - 360.57	360.57 - 360.86	360.86 - 361.06
COUNTY	FREMONT	FREMONT	FREMONT
URBAN AREA	ASHTON	ASHTON	ASHTON
HIGHWAY DISTRICT #	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.229	0.284	0.207
NUM OF LANES (EXISTING)	4	2	2
LANES			
WIDTH	48	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	8	8	8
MATERIAL TYPE	BITUMINOUS	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	--	--	--
PARKING	NONE	NONE	NONE
ADT (CURRENT)	3,910	3,524	3,297
ADT (FUTURE) -- 20 YEAR	5,776	5,196	4,851
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.
YEAR OF IMPROVEMENT	1994	1994	1994
SEAL COAT YEAR	1991	1991	1991
S/N OR D	3.8	2.9	2.9
PERCENT TRUCKS--PEAK	11	11	10
V/C RATIO	0.11	0.22	0.23
CRACK/ROUGH/FINAL INDEX	3.5/3.3/3.4	4.0/3.3/3.7	3.8/3.3/3.6

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE 2010	RESURFACE 2008	RESURFACE 2008
YEAR OF IMPROVEMENT	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:			
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$0	\$0
FOR CONSTRUCTION	\$106,000	\$66,000	\$48,000
TOTAL	\$106,000	\$66,000	\$48,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	4	2	2



URBAN

MILEPOSTS	0.00 - 0.25	0.25 - 0.58	0.58 - 0.75
COUNTY	FREMONT	FREMONT	FREMONT
URBAN AREA	ASHTON	ASHTON	ASHTON
HIGHWAY DISTRICT #	6	6	6
FUNCTIONAL CLASS	COLLECTOR	COLLECTOR	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	YES	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	FRINGE	CENTRAL BUS DIS	RESIDENTIAL
SECTION LENGTH	0.250	0.329	0.174
NUM OF LANES (EXISTING)	4	4	2
LANES			
WIDTH	48	48	24
MATERIAL TYPE	HIGH FLEXIBLE	MIXED BITUMINOUS	MIXED BITUMINOUS
SHOULDER			
WIDTH	12	NA	2
MATERIAL TYPE	COMBINATION	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--	--
PARKING	NONE	BOTH SIDES	NONE
ADT (CURRENT)	3,952	4,491	3,002
ADT (FUTURE) -- 20 YEAR	4,880	5,545	3,707
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1961	1983	1955
SEAL COAT YEAR	1996	1996	1996
S/N OR D	3.2	2.4	3.3
PERCENT TRUCKS--PEAK	8	8	8
V/C RATIO	0.14	0.16	0.22
CRACK/ROUGH/FINAL INDEX	2.0/1.3/1.7	2.4/2.6/2.5	2.5/2.6/2.5

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	RESURFACE WITH SHLD IMPROVMNT
YEAR OF IMPROVEMENT	2004	2005	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:			SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$0	\$10,000
FOR CONSTRUCTION	\$163,000	\$215,000	\$49,000
TOTAL	\$163,000	\$215,000	\$59,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	4	2

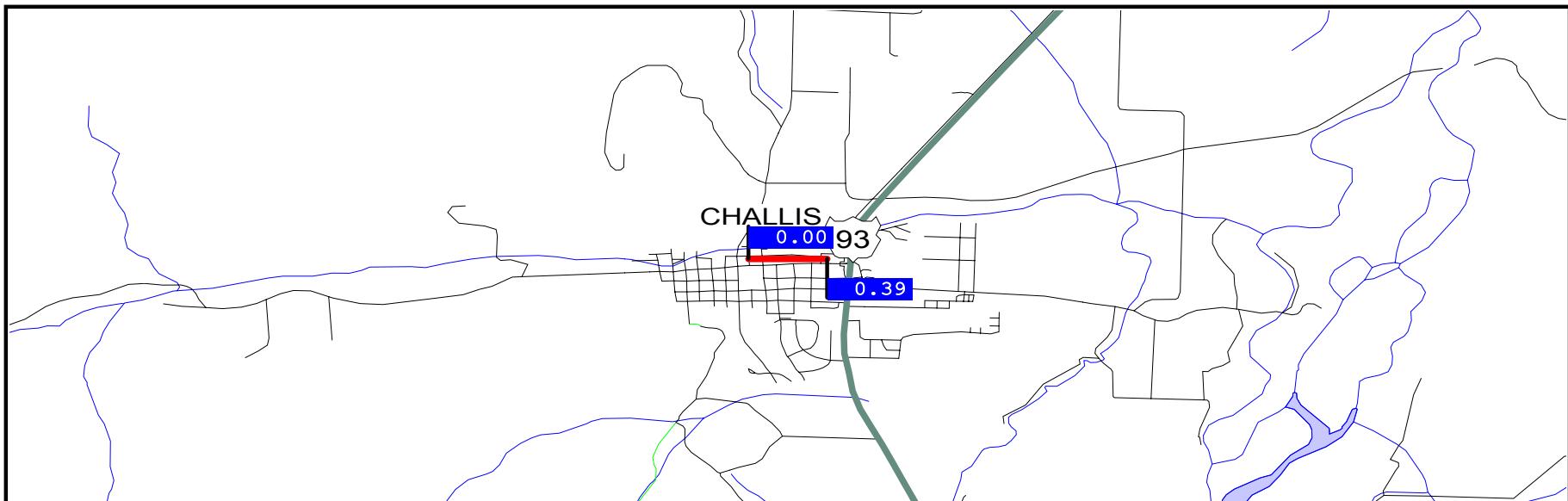
RR CROSSING NUMBER	811848D
TOTAL THROUGH TRAINS	4
TOT SWITCHING TRAINS	0
SPEED RANGE	3 TO 25
CROSSING SURFACE TYPE	SECTION TIMBER
TYPES OF CONTROLS	
FLASHING LIGHTS	2
MAST MOUNTED	2
GATES	0
SIGNS	4
REFLECT. XBUCKS	2
OTHER SIGNS	2
HWY TRAFFIC SIGNAL	0
WIGWAGS	0
BELLS	2
SPEED SELECTION	NO

TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$250,000
SURFACE	\$50,000
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$300,000
ADMINISTRATIVE	\$15,000
TOI CROSSING SURFACE	CONCRETE SLAB

R R C R O S S I N G I M P R O V E M E N T

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URBAN

MILEPOSTS	0.00 - 0.39
COUNTY	CUSTER
URBAN AREA	CHALLIS
HIGHWAY DISTRICT #	6
FUNCTIONAL CLASS	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.391
NUM OF LANES (EXISTING)	2
LANES	
WIDTH	24
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	NA
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	BOTH SIDES
ADT (CURRENT)	2,500
ADT (FUTURE) -- 20 YEAR	4,097
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1944
SEAL COAT YEAR	----
S/N OR D	1.4
PERCENT TRUCKS--PEAK	1
V/C RATIO	0.10
CRACK/ROUGH/FINAL INDEX	4.0/3.0/3.6

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2012
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$91,000
TOTAL	\$91,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2

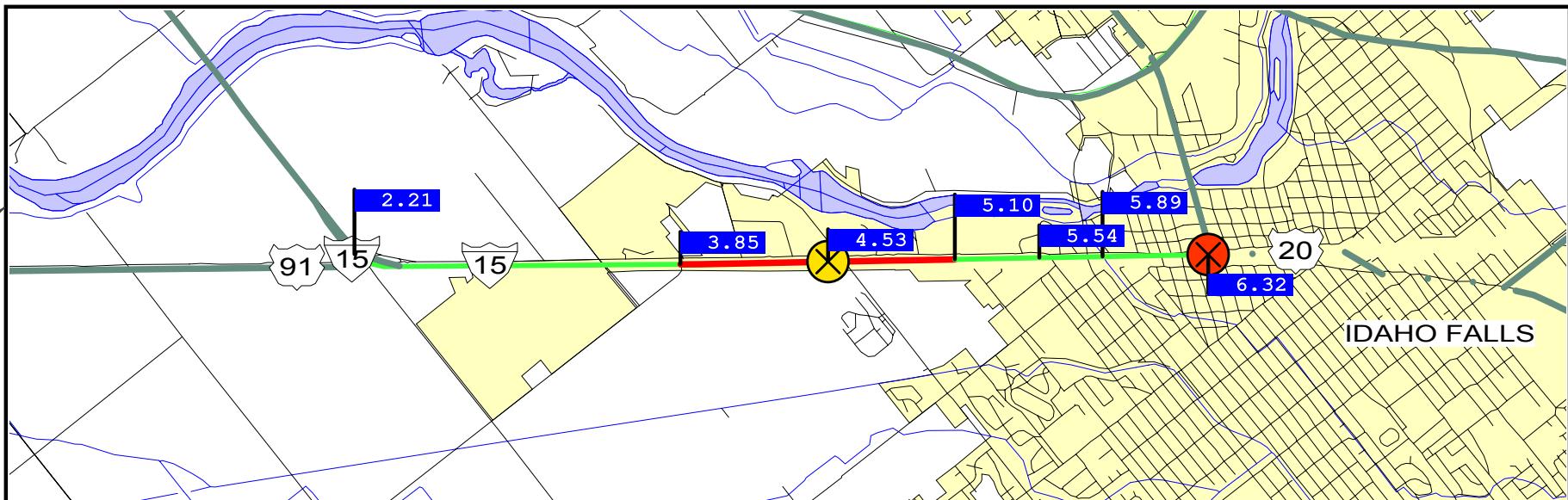


URBAN

	117.25 - 119.50	119.50 - 121.09
COUNTY	BONNEVILLE	BONNEVILLE
URBAN AREA	IDAHO FALLS	IDAHO FALLS
HIGHWAY DISTRICT #	6	6
FUNCTIONAL CLASS	INTERSTATE	INTERSTATE
FEDERAL AID SYSTEM	INTERSTATE	INTERSTATE
RR-XINGS	NO	NO
STRUCTURES	YES	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	2.253	1.592
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER		
WIDTH	10	10
MATERIAL TYPE	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	10	14
PARKING	NONE	NONE
ADT (CURRENT)	11,690	4,900
ADT (FUTURE) -- 20 YEAR	19,193	8,155
ACCESS CONTROL (CURRENT)	FULL CONTROL	FULL CONTROL
WIDENING FEASIBLE?	>= 3 LANES	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	C.R.A.B.S.
YEAR OF IMPROVEMENT	2000	1996
SEAL COAT YEAR	2000	----
S/N OR D	6.3	6.3
PERCENT TRUCKS--PEAK	14	17
V/C RATIO	0.18	0.08
CRACK/ROUGH/FINAL INDEX	5.0/3.7/4.3	4.4/3.8/4.1

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 1 3 8 0

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MILEPOSTS	2.21 - 3.85	3.85 - 4.53	4.53 - 5.10	5.10 - 5.54	5.54 - 5.89	5.89 - 6.31
COUNTY	BONNEVILLE	BONNEVILLE	BONNEVILLE	BONNEVILLE	BONNEVILLE	BONNEVILLE
URBAN AREA	IDAHO FALLS	IDAHO FALLS	IDAHO FALLS	IDAHO FALLS	IDAHO FALLS	IDAHO FALLS
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	YES	NO	NO	NO	YES
STRUCTURES	NO	NO	NO	NO	NO	NO
URBAN LOCATION	OUTLYNG BUS DIS	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	FRINGE	FRINGE
SECTION LENGTH	1.647	0.672	0.578	0.432	0.352	0.427
NUM OF LANES (EXISTING)	4	4	4	4	4	4
LANES	48	48	48	48	48	48
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	CURBED	CURBED	CURBED	CURBED	CURBED	CURBED
SHOULDER	0	0	0	0	0	0
WIDTH	--	--	--	--	--	--
MATERIAL TYPE	CURBED	CURBED	CURBED	CURBED	CURBED	CURBED
MEDIAN WIDTH	NONE	NONE	NONE	NONE	NONE	NONE
PARKING	10,283	19,000	16,000	16,613	15,840	13,000
ADT (CURRENT)	13,741	25,439	21,423	22,156	21,042	17,235
ADT (FUTURE) -- 20 YEAR	PARTIAL CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
ACCESS CONTROL (CURRENT)	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
WIDENING FEASIBLE?	.	.	.	.	.	.
AVE. 5 YR. ACC. NOS.	.	.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	C.R.A.B.S.	C.R.A.B.S.	C.R.A.B.S.
YEAR OF IMPROVEMENT	1993	1990	1990	1999	1999	1999
SEAL COAT YEAR	1994	-----	-----	-----	-----	-----
S/N OR D	3.8	3.8	3.8	6.2	4.5	4.5
PERCENT TRUCKS--PEAK	6	7	7	6	3	3
V/C RATIO	0.17	0.32	0.27	0.28	0.24	0.20
CRACK/ROUGH/FINAL INDEX	5.0/3.5/4.3	3.5/3.3/3.4	3.0/3.2/3.1	5.0/3.3/4.2	5.0/2.5/3.9	5.0/2.5/3.9

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2008	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$312,000	\$268,000
TOTAL	\$312,000	\$268,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	4

RR CROSSING NUMBER
 TOTAL THROUGH TRAINS
 TOT SWITCHING TRAINS
 SPEED RANGE
 CROSSING SURFACE TYPE
 TYPES OF CONTROLS
 FLASHING LIGHTS
 CANT OVER ROAD
 MAST MOUNTED
 GATES
 SIGNS
 REFLECT. XBUCKS
 HWY TRAFFIC SIGNAL
 WIGWAGS
 BELLS
 SPEED SELECTION

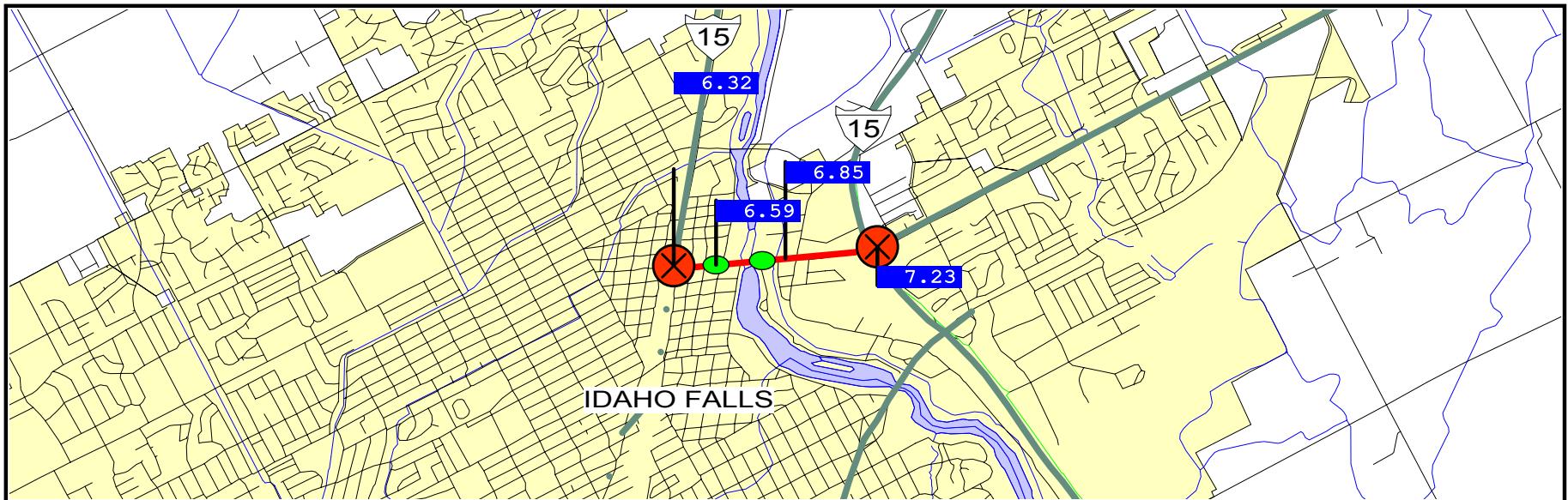
811649B
 1
 0
 3 TO 20
 RUBBER
 4
 2
 2
 0
 2
 2
 0
 0
 NO

R R C R O S S I N G I M P R O V E M E N T

811662P
 0
 6
 5 TO 25
 SECTION TIMBER
 6
 2
 4
 0
 4
 4
 4
 0
 1
 NO

TYPE OF IMPROVEMENT
 YEAR OF IMPROVEMENT
 RR XING DEFICIENCY
 COST OF IMPROVEMENT
 COST CONTROL
 SURFACE
 CIRCUITRY
 TOTAL (EXCL ADMIN)
 ADMINISTRATIVE
 TOI CROSSING SURFACE

LIGHTS/GATES
 00
 LIGHTS/GATES
 \$250,000
 \$120,000
 \$0
 \$370,000
 \$18,500
 RUBBER



URBAN

MILEPOSTS	6.32 - 6.59	6.59 - 6.85	6.85 - 7.23
COUNTY	BONNEVILLE	BONNEVILLE	BONNEVILLE
URBAN AREA	IDAHO FALLS	IDAHO FALLS	IDAHO FALLS
HIGHWAY DISTRICT #	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	YES
STRUCTURES	NO	YES	YES
URBAN LOCATION	CENTRAL BUS DIS	FRINGE	FRINGE
SECTION LENGTH	0.274	0.261	0.380
NUM OF LANES (EXISTING)	4	6	4
LANES			
WIDTH	44	72	40
MATERIAL TYPE	MIXED BITUMNOUS	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	0	0	0
MATERIAL TYPE	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--
PARKING	NONE	NONE	NONE
ADT (CURRENT)	21,068	25,024	22,000
ADT (FUTURE) -- 20 YEAR	27,822	33,111	29,110
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	NO	NO	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	MILL AND INLAY	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1999	1974	1987
SEAL COAT YEAR	----	1983	1983
S/N OR D	2.8	3.3	2.8
PERCENT TRUCKS--PEAK	1	2	2
V/C RATIO	0.33	0.36	0.37
CRACK/ROUGH/FINAL INDEX	4.5/1.8/3.3	3.8/2.0/3.0	3.5/1.8/2.7

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	MINOR-WIDENING
YEAR OF IMPROVEMENT	2014	2012	2003
SYSTEM DEFICIENCY:	LANE WIDTH	PSR < RESRF-PSR	LANE WIDTH
SYSTEM DEFICIENCY:	PSR < RESRF-PSR		
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$0	\$192,000
FOR CONSTRUCTION	\$179,000	\$255,000	\$435,000
TOTAL	\$179,000	\$255,000	\$627,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	6	4

RR CROSSING NUMBER
 TOTAL THROUGH TRAINS
 TOT SWITCHING TRAINS
 SPEED RANGE
 CROSSING SURFACE TYPE
 TYPES OF CONTROLS
 FLASHING LIGHTS
 CANT OVER ROAD
 MAST MOUNTED
 GATES
 SIGNS
 REFLECT. XBUCKS
 HWY TRAFFIC SIGNAL
 WIGWAGS
 BELLS
 SPEED SELECTION

812395S
 0
 6
 3 TO 20
 RUBBER

TYPE OF IMPROVEMENT
 YEAR OF IMPROVEMENT
 RR XING DEFICIENCY
 RR XING DEFICIENCY
 COST OF IMPROVEMENT
 COST CONTROL
 SURFACE
 CIRCUITRY
 TOTAL (EXCL ADMIN)
 ADMINISTRATIVE
 TOI CROSSING SURFACE

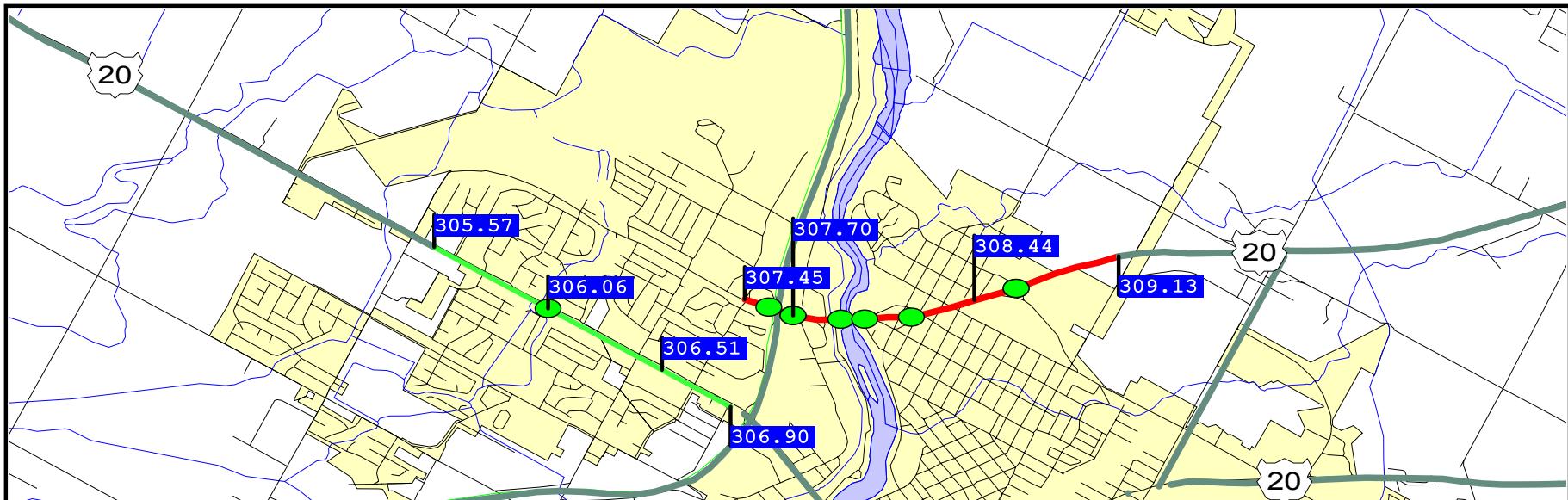
R R C R O S S I N G I M P R O V E M E N T

GRADE SEPARATN
 00
 LIGHTS/GATES
 GRADE SEPARATN

 \$5,000,000
 \$0
 \$0
 \$5,000,000
 \$250,000
 RUBBER

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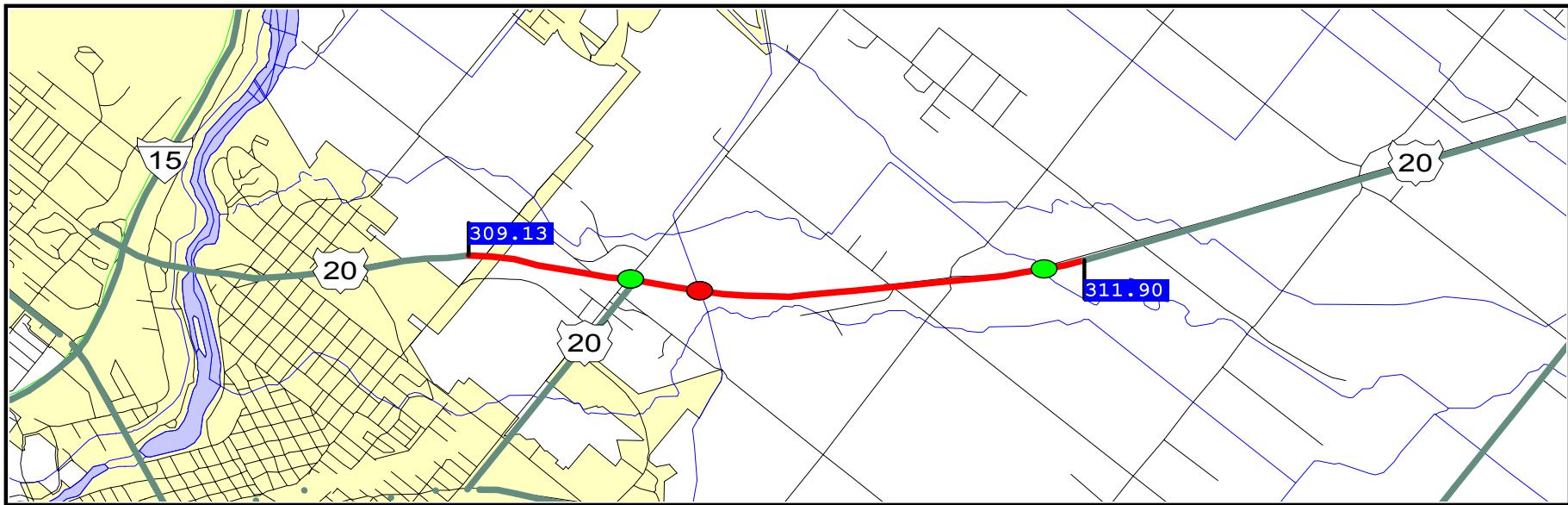
URBAN

	305.57 - 306.06	306.06 - 306.51	306.51 - 306.90	307.45 - 307.70	307.70 - 308.44	308.44 - 309.13
MILEPOSTS	305.57 - 306.06	306.06 - 306.51	306.51 - 306.90	307.45 - 307.70	307.70 - 308.44	308.44 - 309.13
COUNTY	BONNEVILLE	BONNEVILLE	BONNEVILLE	BONNEVILLE	BONNEVILLE	BONNEVILLE
URBAN AREA	IDAHO FALLS	IDAHO FALLS	IDAHO FALLS	IDAHO FALLS	IDAHO FALLS	IDAHO FALLS
HIGHWAY DISTRICT #	6	6	6	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO	NO	NO
STRUCTURES	NO	NO	NO	YES	YES	YES
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.490	0.458	0.386	0.245	0.747	0.692
NUM OF LANES (EXISTING)	4	5	4	4	4	4
LANES	48	60	48	48	48	48
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	CURBED	CURBED	CURBED	CURBED	BITUMINOUS	BITUMINOUS
SHOULDER	0	0	0	0	10	10
WIDTH	--	--	--	--	2	35
MATERIAL TYPE	CURBED	CURBED	CURBED	CURBED	BITUMINOUS	BITUMINOUS
MEDIAN WIDTH	---	---	---	---	---	---
PARKING	NONE	NONE	NONE	NONE	NONE	NONE
ADT (CURRENT)	9,559	14,268	18,000	23,000	26,029	14,626
ADT (FUTURE) -- 20 YEAR	13,738	20,506	25,869	33,251	38,001	21,521
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1991	1988	1988	1962	1991	1987
SEAL COAT YEAR	1986	-----	-----	2002	2002	2002
S/N OR D	3.8	3.8	3.8	2.2	4.0	2.8
PERCENT TRUCKS--PEAK	3	2	3	4	8	10
V/C RATIO	0.20	0.22	0.27	0.46	0.45	0.25
CRACK/ROUGH/FINAL INDEX	4.8/3.3/4.1	4.5/2.5/3.6	4.4/2.4/3.5	3.0/2.3/2.7	3.5/2.9/3.5	2.5/3.4/3.5

	RESURFACE 2005 PSR < RESRF-PSR	RESURFACE 2007 PSR < RESRF-PSR	RESURFACE 2004 PSR < RESRF-PSR
TYPE OF IMPROVEMENT	\$0	\$0	\$0
YEAR OF IMPROVEMENT	\$114,000	\$335,000	\$293,000
SYSTEM DEFICIENCY:	\$114,000	\$335,000	\$293,000
COST OF IMPROVEMENT			
FOR ROW AND UTIL			
FOR CONSTRUCTION			
TOTAL			
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	4	4

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URBAN

MILEPOSTS	309.13 - 311.90
COUNTY	BONNEVILLE
URBAN AREA	IDAHO FALLS
HIGHWAY DISTRICT #	6
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	RURAL IN CHAR.
SECTION LENGTH	2.766
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	10
MATERIAL TYPE	BITUMINOUS
MEDIAN WIDTH	20
PARKING	NONE
ADT (CURRENT)	14,245
ADT (FUTURE) -- 20 YEAR	20,920
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1987
SEAL COAT YEAR	2002
S/N OR D	2.8
PERCENT TRUCKS--PEAK	10
V/C RATIO	0.25
CRACK/ROUGH/FINAL INDEX	4.0/3.2/3.6

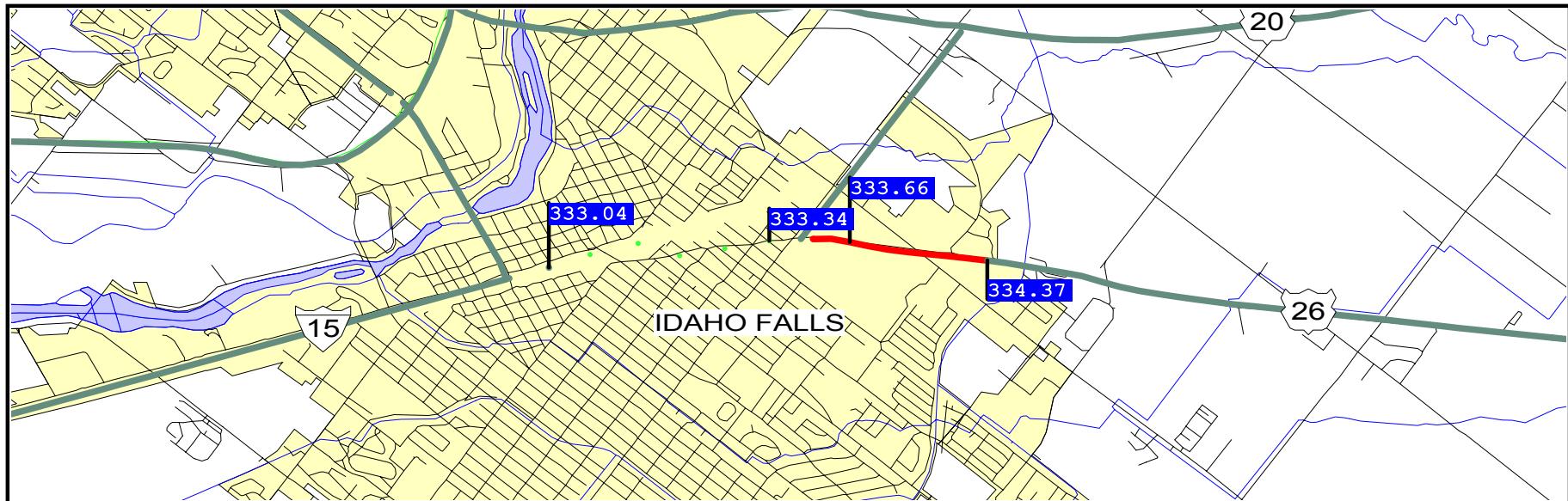
TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2008
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$1,239,000
TOTAL	\$1,239,000
ACCESS CONTROL (FUTURE)	PARTIAL CONTROL
NUM OF LANES (DES.)	4

STRUCTURE IMPROVEMENTSSTRUCTURE REPLACEMENTS

BRIDGE KEY	12370
FEATURES	IDAHO CANAL
MILEPOST	310.17
SQUARE FOOTAGE	3532
PROGRAMMED YEAR	
SUFFICIENCY RATING	84.6
WEIGHT RESTRICTION	NO
WIDTH RESTRICTION	NO
HEIGHT RESTRICTION	NO
DEFICIENCY	STRUC DEFICIENT

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URBAN

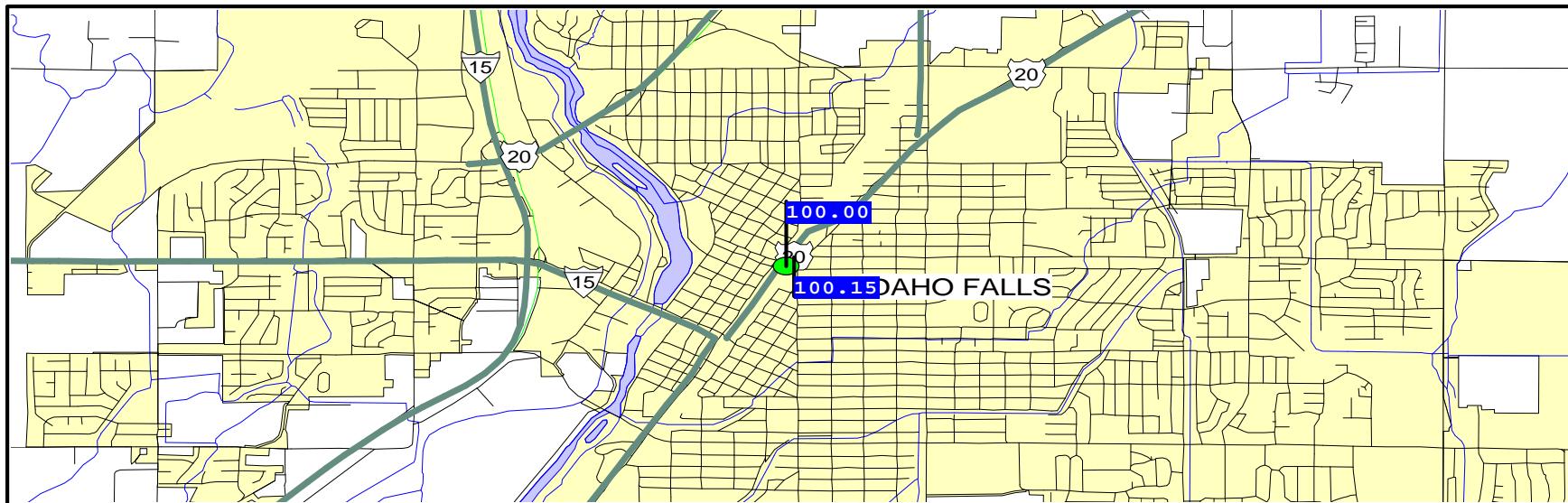


	333.04 - 333.34	333.34 - 333.66	333.66 - 334.37
COUNTY	BONNEVILLE	BONNEVILLE	BONNEVILLE
URBAN AREA	IDAHO FALLS	IDAHO FALLS	IDAHO FALLS
HIGHWAY DISTRICT #	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	CENTRAL BUS DIS	CENTRAL BUS DIS	FRINGE
SECTION LENGTH	0.297	0.318	0.715
NUM OF LANES (EXISTING)	4	4	4
LANES			
WIDTH	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	0	0	NA
MATERIAL TYPE	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--
PARKING	NONE	NONE	BOTH SIDES
ADT (CURRENT)	18,000	20,557	20,000
ADT (FUTURE) -- 20 YEAR	25,869	29,719	28,971
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	ONE LANE
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	C.R.A.B.S.	NW CONS/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1999	1952	1978
SEAL COAT YEAR	1989	2002	2002
S/N OR D	4.5	2.6	3.4
PERCENT TRUCKS--PEAK	2	5	5
V/C RATIO	0.29	0.36	0.30
CRACK/ROUGH/FINAL INDEX	4.5/2.2/3.5	5.0/3.0/4.1	5.0/3.2/4.2

HIGHWAY IMPROVEMENT #1

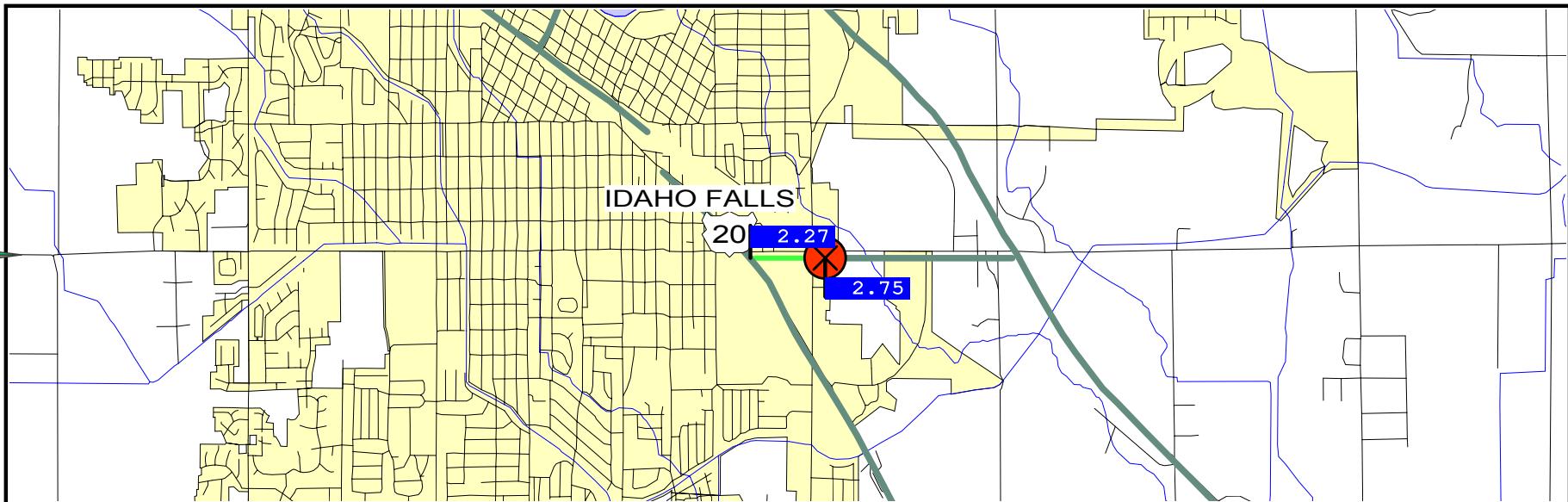
PAGE 30

	RESURFACE 2011 PSR < RESRF-PSR	RESURFACE 2011 PSR < RESRF-PSR
TYPE OF IMPROVEMENT	\$0	\$0
YEAR OF IMPROVEMENT	\$207,000	\$466,000
SYSTEM DEFICIENCY:	\$207,000	\$466,000
COST OF IMPROVEMENT	NO CONTROL	NO CONTROL
FOR ROW AND UTIL	4	4
FOR CONSTRUCTION		
TOTAL		
ACCESS CONTROL(FUTURE)		
NUM OF LANES(DES.)		



URBAN

MILEPOSTS	100.00 - 100.15
COUNTY	BONNEVILLE
URBAN AREA	IDAHO FALLS
HIGHWAY DISTRICT #	6
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.152
NUM OF LANES(EXISTING)	1
LANES	
WIDTH	11
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	3,000
ADT (FUTURE) -- 20 YEAR	4,278
ACCESS CONTROL(CURRENT)	NO CONTROL
WIDENING FEASIBLE?	NO
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NO INFORMATION
YEAR OF IMPROVEMENT	0000
SEAL COAT YEAR	----
S/N OR D	3.0
PERCENT TRUCKS--PEAK	0
V/C RATIO	0.16
CRACK/ROUGH/FINAL INDEX	5.0/3.2/4.2



URBAN

MILEPOSTS	2.27 - 2.75
COUNTY	BONNEVILLE
URBAN AREA	IDAHO FALLS
HIGHWAY DISTRICT #	6
FUNCTIONAL CLASS	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS
RR-XINGS	YES
STRUCTURES	NO
URBAN LOCATION	OUTLYNG BUS DIS
SECTION LENGTH	0.481
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	HIGH FLEXIBLE
SHOULDER	
WIDTH	0
MATERIAL TYPE	CURBED
MEDIAN WIDTH	--
PARKING	NONE
ADT (CURRENT)	13,918
ADT (FUTURE) -- 20 YEAR	21,975
ACCESS CONTROL (CURRENT)	NO CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	MILL INLAY&OVER
YEAR OF IMPROVEMENT	1995
SEAL COAT YEAR	----
S/N OR D	6.7
PERCENT TRUCKS--PEAK	5
V/C RATIO	0.23
CRACK/ROUGH/FINAL INDEX	4.8/1.6/3.5

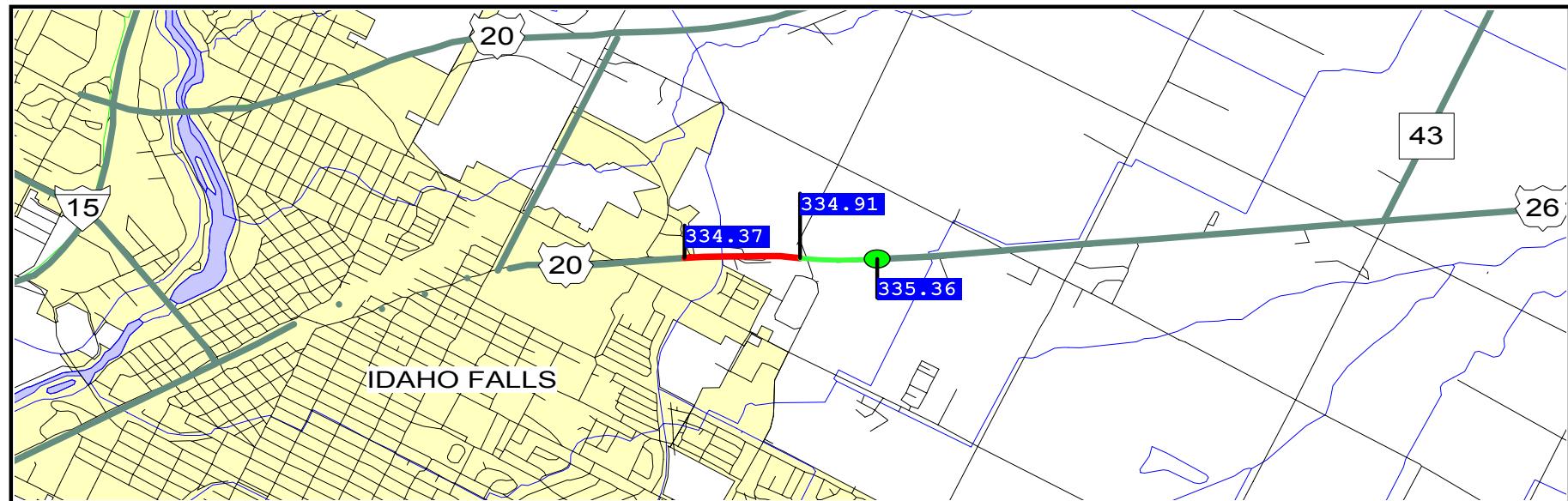
RR CROSSING NUMBER	811927P
TOTAL THROUGH TRAINS	8
TOT SWITCHING TRAINS	0
SPEED RANGE	5 TO 40
CROSSING SURFACE TYPE	RUBBER
TYPES OF CONTROLS	
FLASHING LIGHTS	8
CANT OVER ROAD	4
CANT NOT OVR ROAD	2
MAST MOUNTED	2
GATES	0
SIGNS	2
REFLECT. XBUCKS	2
HWY TRAFFIC SIGNAL	9
WIGWAGS	0
BELLS	2
SPEED SELECTION	NOT APPLICABLE

TYPE OF IMPROVEMENT	LIGHTS/GATES
YEAR OF IMPROVEMENT	00
RR XING DEFICIENCY	LIGHTS/GATES
COST OF IMPROVEMENT	
COST CONTROL	\$250,000
SURFACE	\$0
CIRCUITRY	\$0
TOTAL (EXCL ADMIN)	\$250,000
ADMINISTRATIVE	\$12,500
TOI CROSSING SURFACE	RUBBER

R R C R O S S I N G I M P R O V E M E N T

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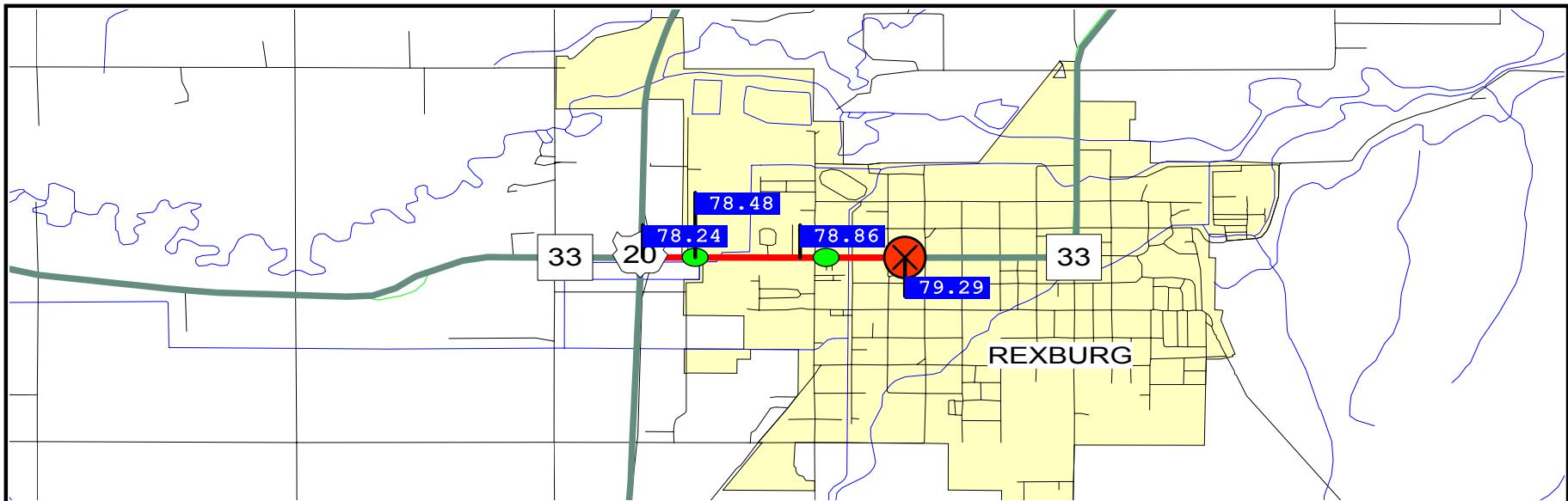
URBAN

MILEPOSTS	334.37 - 334.91	334.91 - 335.36
COUNTY	BONNEVILLE	BONNEVILLE
URBAN AREA	IDAHO FALLS	IDAHO FALLS
HIGHWAY DISTRICT #	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS
RR-XINGS	NO	NO
STRUCTURES	NO	NO
URBAN LOCATION	FRINGE	OUTLYNG BUS DIS
SECTION LENGTH	0.536	0.454
NUM OF LANES (EXISTING)	4	4
LANES		
WIDTH	48	48
MATERIAL TYPE	HIGH FLEXIBLE	RIGID REINF JNT
SHOULDER		
WIDTH	0	0
MATERIAL TYPE	CURBED	CURBED
MEDIAN WIDTH	--	--
PARKING	NONE	NONE
ADT (CURRENT)	15,000	10,642
ADT (FUTURE) -- 20 YEAR	21,600	15,265
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN CON
YEAR OF IMPROVEMENT	1949	1978
SEAL COAT YEAR	2002	1996
S/N OR D	2.5	8
PERCENT TRUCKS--PEAK	3	2
V/C RATIO	0.23	0.18
CRACK/ROUGH/FINAL INDEX	5.0/3.0/4.1	4.1/3.3/3.8

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$349,000
TOTAL	\$349,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	4

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 4 6 0

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	78.24 - 78.48	78.48 - 78.86	78.86 - 79.29
COUNTY	MADISON	MADISON	MADISON
URBAN AREA	REXBURG	REXBURG	REXBURG
HIGHWAY DISTRICT #	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	YES
STRUCTURES	NO	NO	NO
URBAN LOCATION	RESIDENTIAL	FRINGE	CENTRAL BUS DIS
SECTION LENGTH	0.246	0.375	0.428
NUM OF LANES (EXISTING)	4	4	4
LANES			
WIDTH	48	48	48
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	MIXED BITUMINOUS
SHOULDER			
WIDTH	0	NA	NA
MATERIAL TYPE	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--
PARKING	NONE	BOTH SIDES	BOTH SIDES
ADT (CURRENT)	12,155	12,517	10,671
ADT (FUTURE) -- 20 YEAR	14,861	15,303	13,021
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1954	1970	1970
SEAL COAT YEAR	1994	1994	1994
S/N OR D	1.7	2.8	2.8
PERCENT TRUCKS--PEAK	3	3	3
V/C RATIO	0.96	0.94	0.18
CRACK/ROUGH/FINAL INDEX	4.0/3.2/3.7	3.0/2.2/2.7	1.9/2.1/2.0

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	MAJOR-WIDENING	MAJOR-WIDENING	RESURFACE
YEAR OF IMPROVEMENT	2003	2003	2003
SYSTEM DEFICIENCY:	VOLUME/CAPACITY	VOLUME/CAPACITY	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	NUMBER OF LANES	NUMBER OF LANES	
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$102,000	\$209,000	\$0
FOR CONSTRUCTION	\$148,000	\$371,000	\$279,000
TOTAL	\$250,000	\$580,000	\$279,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL	PARTIAL CONTROL	PARTIAL CONTROL
NUM OF LANES(DES.)	6	6	4

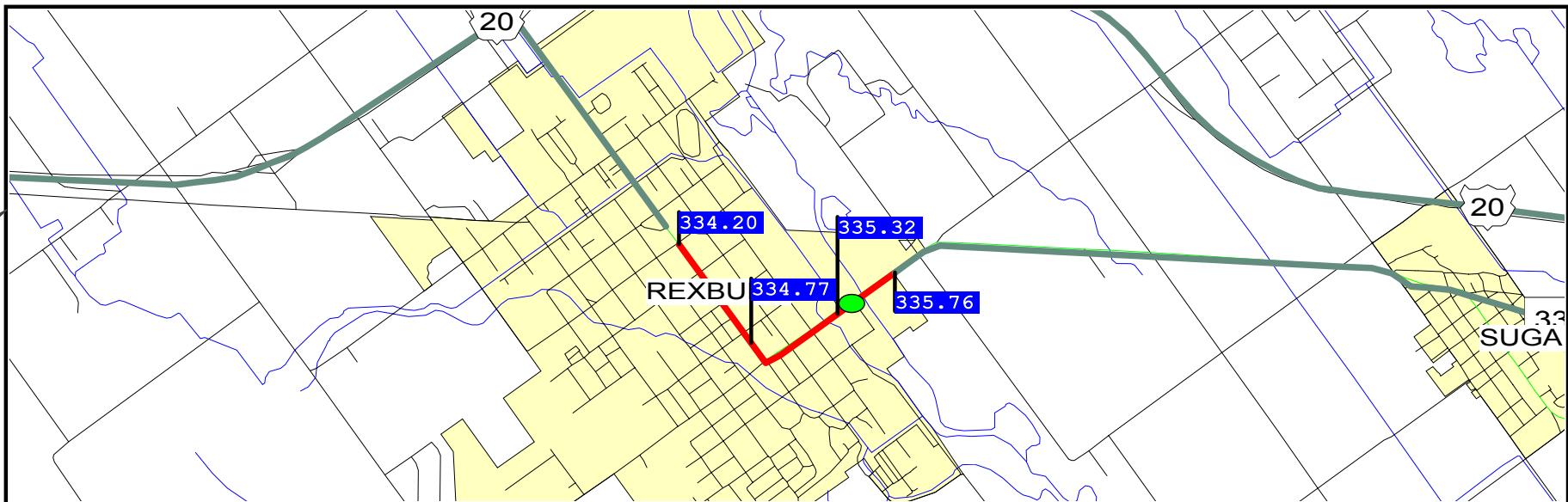
RR CROSSING NUMBER
 TOTAL THROUGH TRAINS
 TOT SWITCHING TRAINS
 SPEED RANGE
 CROSSING SURFACE TYPE
 TYPES OF CONTROLS
 FLASHING LIGHTS
 CANT OVER ROAD
 MAST MOUNTED
 GATES
 SIGNS
 REFLECT. XBUCKS
 HWY TRAFFIC SIGNAL
 WIGWAGS
 BELLS
 SPEED SELECTION

811998L
 8
 0
 5 TO 20
 SECTION TIMBER

TYPE OF IMPROVEMENT
 YEAR OF IMPROVEMENT
 RR XING DEFICIENCY
 COST OF IMPROVEMENT
 COST CONTROL
 SURFACE
 CIRCUITRY
 TOTAL (EXCL ADMIN)
 ADMINISTRATIVE
 TOI CROSSING SURFACE

NOT APPLICABLE
 R R C R O S S I N G I M P R O V E M E N T

LIGHTS/GATES
00
LIGHTS/GATES
\$250,000
\$120,000
\$0
\$370,000
\$18,500
RUBBER



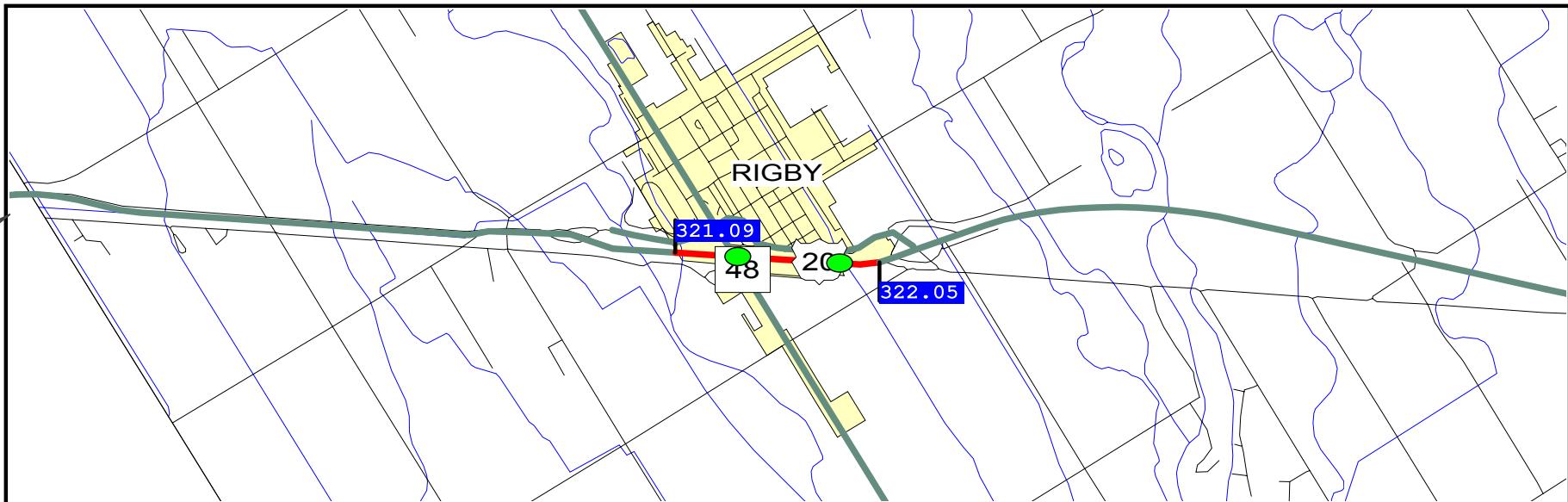
URBAN

	334.20 - 334.77	334.77 - 335.32	335.32 - 335.76
COUNTY	MADISON	MADISON	MADISON
URBAN AREA	REXBURG	REXBURG	REXBURG
HIGHWAY DISTRICT #	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	YES
URBAN LOCATION	CENTRAL BUS DIS	OUTLYNG BUS DIS	RURAL IN CHAR.
SECTION LENGTH	0.567	0.551	0.444
NUM OF LANES (EXISTING)	4	4	4
LANES	48	48	48
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE			
SHOULDER	NA	0	0
WIDTH	CURBED	CURBED	CURBED
MATERIAL TYPE			
MEDIAN WIDTH	--	--	--
PARKING	BOTH SIDES	NONE	NONE
ADT (CURRENT)	15,510	20,630	20,652
ADT (FUTURE) -- 20 YEAR	18,813	25,073	25,150
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1977	1977	1977
SEAL COAT YEAR	1994	1994	1994
S/N OR D	2.4	2.4	2.4
PERCENT TRUCKS--PEAK	1	1	2
V/C RATIO	0.26	0.34	0.34
CRACK/ROUGH/FINAL INDEX	2.6/1.6/2.2	2.1/1.3/1.7	2.1/1.8/2.0

HIGHWAY IMPROVEMENT #1

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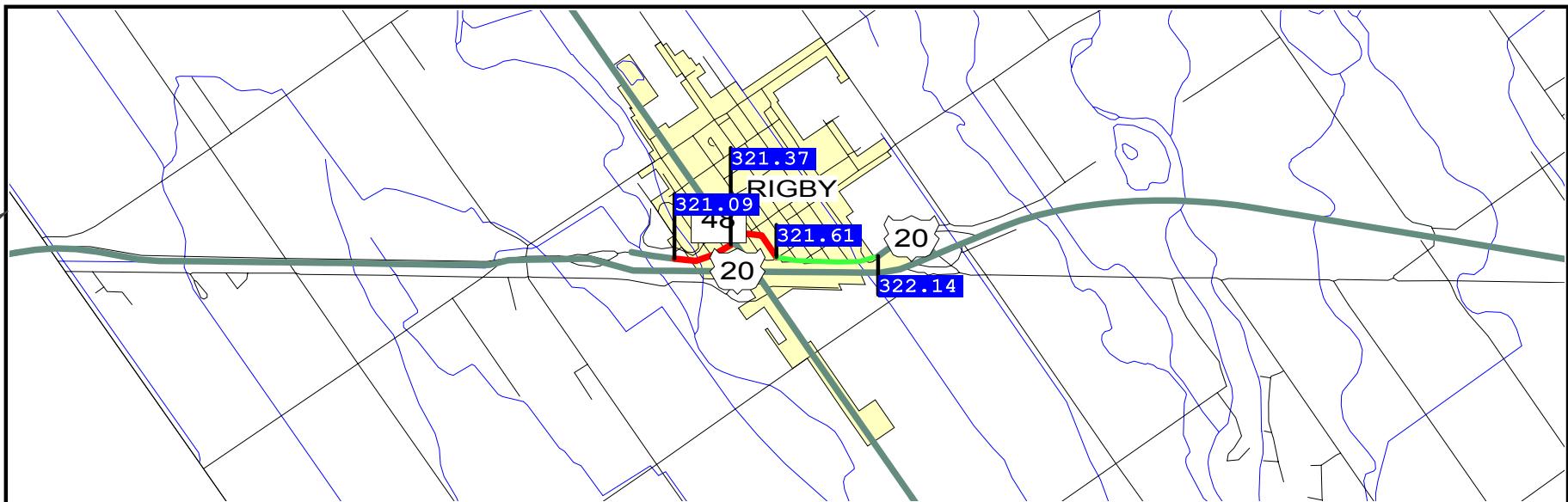
TYPE OF IMPROVEMENT	RESURFACE 2004	RESURFACE 2003	RESURFACE 2003
YEAR OF IMPROVEMENT	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:			
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$0	\$0	\$0
FOR CONSTRUCTION	\$370,000	\$359,000	\$206,000
TOTAL	\$370,000	\$359,000	\$206,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	4	4



URBAN

MILEPOSTS 321.09 - 322.05
 COUNTY JEFFERSON
 URBAN AREA RIGBY
 HIGHWAY DISTRICT # 6
 FUNCTIONAL CLASS OTHER PRIN ART
 FEDERAL AID SYSTEM NHS
 RR-XINGS NO
 STRUCTURES YES
 URBAN LOCATION FRINGE
 SECTION LENGTH 0.960
 NUM OF LANES (EXISTING) 4
 LANES
 WIDTH 48
 MATERIAL TYPE RIGID PLAIN JNT
 SHOULDER
 WIDTH 10
 MATERIAL TYPE TIED PORTLND CC
 MEDIAN WIDTH 20
 PARKING NONE
 ADT (CURRENT) 13,000
 ADT (FUTURE) -- 20 YEAR 19,017
 ACCESS CONTROL (CURRENT) PARTIAL CONTROL
 WIDENING FEASIBLE? TWO LANES
 AVE. 5 YR. ACC. NOS.
 PAVEMENT IMPROVEMENT NW CONS/RCN CON
 YEAR OF IMPROVEMENT 1977
 SEAL COAT YEAR ----
 S/N OR D 7
 PERCENT TRUCKS--PEAK 9
 V/C RATIO 0.22
 CRACK/ROUGH/FINAL INDEX 2.0/2.3/2.2

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$538,000
TOTAL	\$538,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL
NUM OF LANES(DES.)	4



URBAN

	321.09 - 321.37	321.37 - 321.62	321.61 - 322.14
COUNTY	JEFFERSON	JEFFERSON	JEFFERSON
URBAN AREA	RIGBY	RIGBY	RIGBY
HIGHWAY DISTRICT #	6	6	6
FUNCTIONAL CLASS	COLLECTOR	COLLECTOR	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	FRINGE	CENTRAL BUS DIS	RESIDENTIAL
SECTION LENGTH	0.280	0.243	0.524
NUM OF LANES (EXISTING)	4	4	2
LANES			
WIDTH	48	48	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	0	NA	NA
MATERIAL TYPE	CURBED	CURBED	CURBED
MEDIAN WIDTH	--	--	--
PARKING	NONE	BOTH SIDES	BOTH SIDES
ADT (CURRENT)	5,061	4,262	3,612
ADT (FUTURE) -- 20 YEAR	6,670	5,617	4,760
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	ONE LANE	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX
YEAR OF IMPROVEMENT	1971	1975	1974
SEAL COAT YEAR	2002	2002	2002
S/N OR D	2.8	2.8	2.8
PERCENT TRUCKS--PEAK	1	1	2
V/C RATIO	0.08	0.07	0.15
CRACK/ROUGH/FINAL INDEX	3.7/2.5/3.2	3.0/1.3/2.4	4.5/2.7/3.8

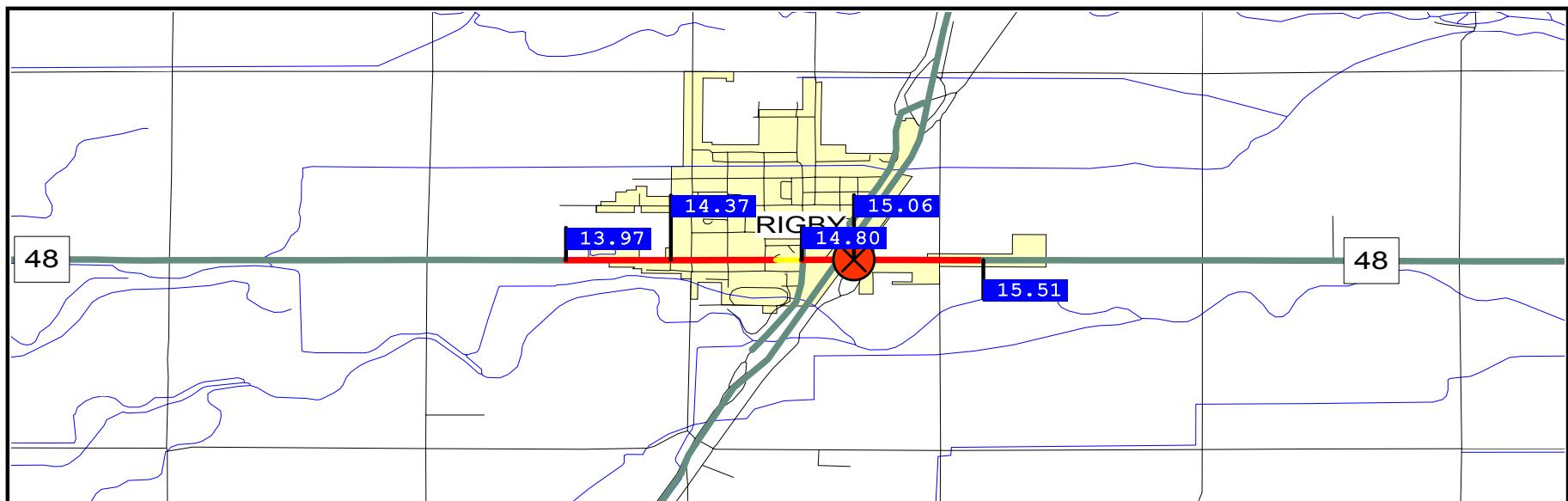
HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE
YEAR OF IMPROVEMENT	2013	2009
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR
COST OF IMPROVEMENT		
FOR ROW AND UTIL	\$0	\$0
FOR CONSTRUCTION	\$183,000	\$158,000
TOTAL	\$183,000	\$158,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	4	4

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 4 4 0

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URBAN

MILEPOSTS	13.97 - 14.37	14.37 - 14.80	14.80 - 15.06	15.06 - 15.51
COUNTY	JEFFERSON	JEFFERSON	JEFFERSON	JEFFERSON
URBAN AREA	RIGBY	RIGBY	RIGBY	RIGBY
HIGHWAY DISTRICT #	6	6	6	6
FUNCTIONAL CLASS	COLLECTOR	COLLECTOR	COLLECTOR	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	YES	NO
STRUCTURES	NO	NO	YES	NO
URBAN LOCATION	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.399	0.430	0.258	0.457
NUM OF LANES (EXISTING)	2	2	2	2
LANES				
WIDTH	24	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER				
WIDTH	4	NA	0	3
MATERIAL TYPE	COMBINATION	CURBED	CURBED	COMBINATION
MEDIAN WIDTH	--	--	--	--
PARKING	NONE	BOTH SIDES	NONE	NONE
ADT (CURRENT)	3,200	3,727	3,523	3,690
ADT (FUTURE) -- 20 YEAR	3,912	4,548	4,290	4,494
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	ONE LANE	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN FLX	NW CONS/RCN FLX	NW CONS/RCN FLX	REHAB & RESURF
YEAR OF IMPROVEMENT	1987	1987	1976	1963
SEAL COAT YEAR	2002	2002	2002	2002
S/N OR D	1.7	1.7	2.7	2.0
PERCENT TRUCKS--PEAK	4	3	2	2
V/C RATIO	0.14	0.20	0.14	0.16
CRACK/ROUGH/FINAL INDEX	2.4/2.1/2.3	2.4/2.2/2.3	4.0/1.3/3.0	3.0/3.0/3.0

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2005	2005	2015	2007
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R			SHLD WIDTH-R
COST OF IMPROVEMENT				
FOR ROW AND UTIL	\$24,000	\$0	\$0	\$27,000
FOR CONSTRUCTION	\$113,000	\$100,000	\$60,000	\$130,000
TOTAL	\$137,000	\$100,000	\$60,000	\$157,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2	2

RR CROSSING NUMBER
 TOTAL THROUGH TRAINS
 TOT SWITCHING TRAINS
 SPEED RANGE
 CROSSING SURFACE TYPE
 TYPES OF CONTROLS

FLASHING LIGHTS
 CANT OVER ROAD
 MAST MOUNTED
 OTHER LIGHTS
 GATES
 RED/WHITE REFLCT.
 SIGNS
 REFLECT. XBUCKS
 HWY TRAFFIC SIGNAL
 WIGWAGS
 BELLS
 SPEED SELECTION

TYPE OF IMPROVEMENT
 YEAR OF IMPROVEMENT
 RR XING DEFICIENCY
 COST OF IMPROVEMENT
 COST CONTROL
 SURFACE
 CIRCUITRY
 TOTAL (EXCL ADMIN)
 ADMINISTRATIVE
 TOI CROSSING SURFACE

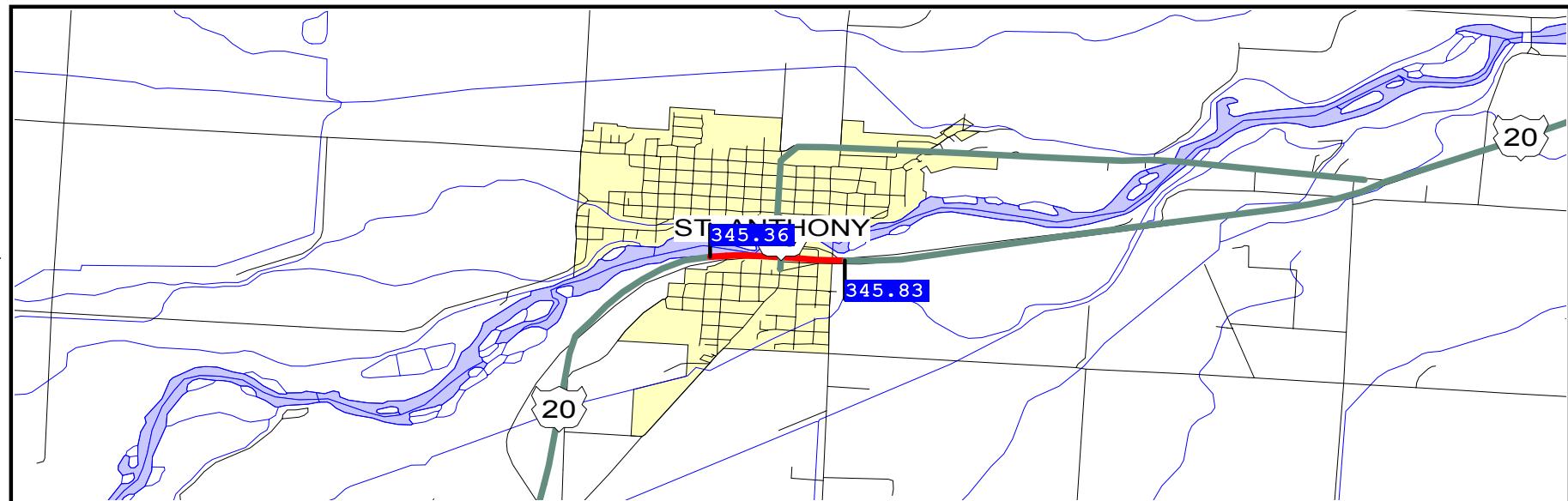
811948H
 8
 0
 5 TO 40
 SECTION TIMBER

10
 4
 2
 4
 2
 2
 4
 0
 0
 2

NOT APPLICABLE

R R C R O S S I N G I M P R O V E M E N T

CHANGE SURFACE
 00
 SURFACE
 \$0
 \$50,000
 \$0
 \$50,000
 \$2,500
 CONCRETE SLAB



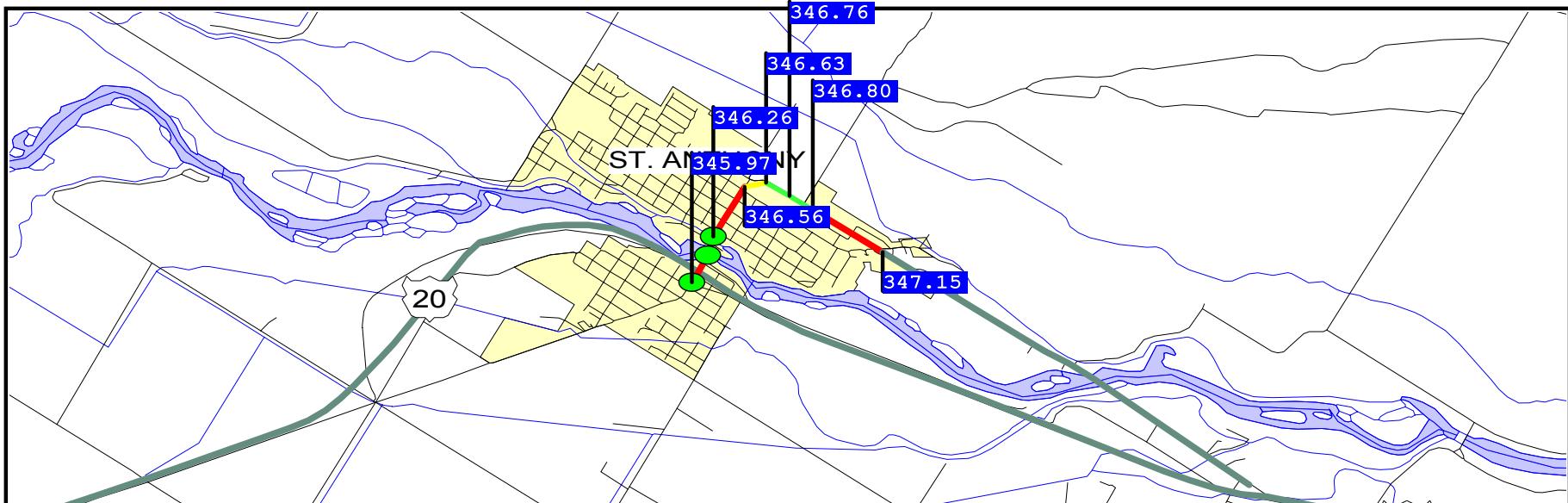
URBAN

MILEPOSTS	345.36 - 345.83
COUNTY	FREMONT
URBAN AREA	SAINT ANTHONY
HIGHWAY DISTRICT #	6
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	YES
URBAN LOCATION	OUTLYNG BUS DIS
SECTION LENGTH	0.476
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	RIGID PLAIN JNT
SHOULDER	
WIDTH	10
MATERIAL TYPE	TIED PORTLND CC
MEDIAN WIDTH	35
PARKING	NONE
ADT (CURRENT)	5,900
ADT (FUTURE) -- 20 YEAR	8,665
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	TWO LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN CON
YEAR OF IMPROVEMENT	1984
SEAL COAT YEAR	1963
S/N OR D	8
PERCENT TRUCKS--PEAK	10
V/C RATIO	0.17
CRACK/ROUGH/FINAL INDEX	3.4/3.0/3.2

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2011
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$267,000
TOTAL	\$267,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL
NUM OF LANES(DES.)	4

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 0 7 5

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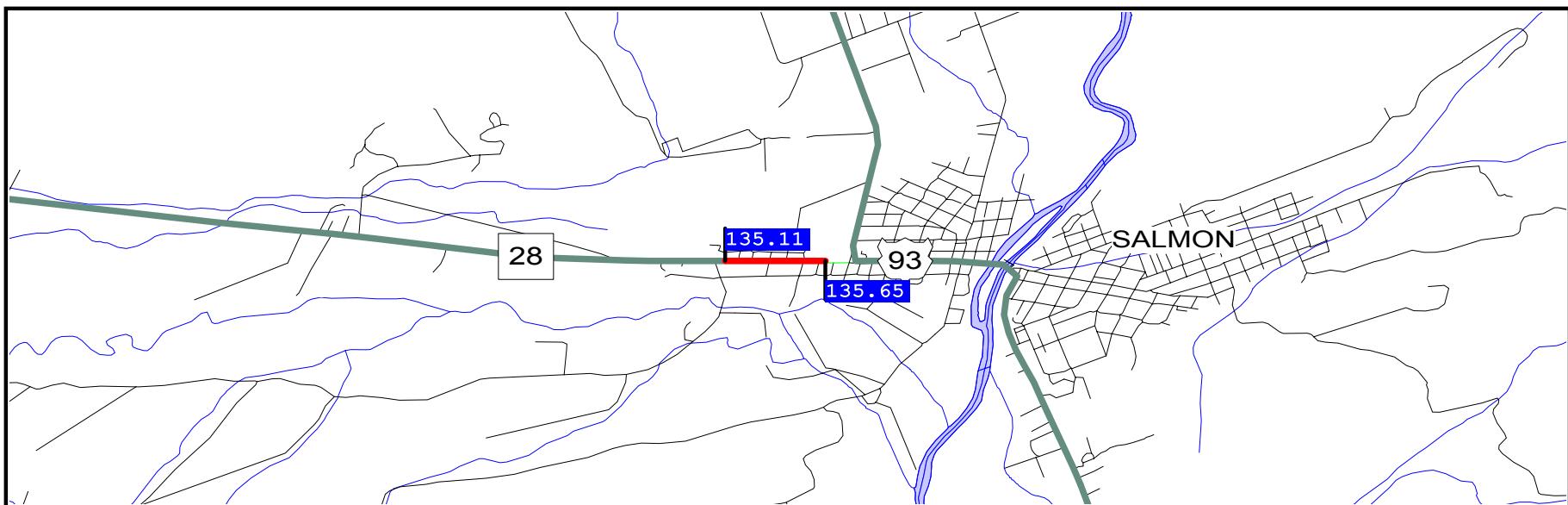
URBAN

MILEPOSTS	345.97 - 346.26	346.26 - 346.56	346.63 - 346.76	346.76 - 346.80	346.80 - 347.15
COUNTY	FREMONT	FREMONT	FREMONT	FREMONT	FREMONT
URBAN AREA	SAINT ANTHONY	SAINT ANTHONY	SAINT ANTHONY	SAINT ANTHONY	SAINT ANTHONY
HIGHWAY DISTRICT #	6	6	6	6	6
FUNCTIONAL CLASS	COLLECTOR	COLLECTOR	COLLECTOR	COLLECTOR	COLLECTOR
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO	NO	NO
STRUCTURES	YES	NO	NO	NO	NO
URBAN LOCATION	FRINGE	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL	RESIDENTIAL
SECTION LENGTH	0.290	0.304	0.124	0.044	0.350
NUM OF LANES (EXISTING)	4	4	4	4	2
LANES	48	48	48	48	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE					
SHOULDER	NA	NA	NA	NA	2
WIDTH	CURBED	CURBED	CURBED	CURBED	EARTH
MATERIAL TYPE					
MEDIAN WIDTH	--	--	--	--	--
PARKING	BOTH SIDES	BOTH SIDES	BOTH SIDES	BOTH SIDES	NONE
ADT (CURRENT)	9,177	4,664	2,500	2,500	1,855
ADT (FUTURE) -- 20 YEAR	14,071	7,151	3,833	3,833	2,839
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	ONE LANE	TWO LANES	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	REHAB & RESURF	NW CONS/RCN FLX	REHAB & RESURF	REHAB & RESURF
YEAR OF IMPROVEMENT	1973	1953	1999	1953	1953
SEAL COAT YEAR	1991	1991	1991	1991	2002
S/N OR D	5.1	2.8	2.8	2.8	2.8
PERCENT TRUCKS--PEAK	5	5	5	5	5
V/C RATIO	0.28	0.14	0.07	0.07	0.12
CRACK/ROUGH/FINAL INDEX	2.2/0.9/1.7	2.2/2.7/2.4	5.0/2.5/4.1	5.0/2.5/4.1	2.5/2.9/2.7

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE	RESURFACE	
YEAR OF IMPROVEMENT	2005	2005	RESURFACE WITH SHLD IMPROVMENT
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	2006
SYSTEM DEFICIENCY:			PSR < RESRF-PSR
COST OF IMPROVEMENT			SHLD WIDTH-R
FOR ROW AND UTIL	\$0	\$0	
FOR CONSTRUCTION	\$189,000	\$141,000	\$21,000
TOTAL	\$189,000	\$141,000	\$99,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	\$120,000
NUM OF LANES(DES.)	4	4	NO CONTROL
			2



URBAN

MILEPOSTS 135.11 - 135.65

COUNTY LEMHI

URBAN AREA SALMON

HIGHWAY DISTRICT # 6

FUNCTIONAL CLASS MINOR ARTERIAL

FEDERAL AID SYSTEM NON-NHS

RR-XINGS NO

STRUCTURES NO

URBAN LOCATION RESIDENTIAL

SECTION LENGTH 0.539

NUM OF LANES (EXISTING) 2

LANES

WIDTH 24

MATERIAL TYPE HIGH FLEXIBLE

SHOULDER

WIDTH NA

MATERIAL TYPE CURBED

MEDIAN WIDTH --

PARKING BOTH SIDES

ADT (CURRENT) 4,545

ADT (FUTURE) -- 20 YEAR 6,049

ACCESS CONTROL (CURRENT) NO CONTROL

WIDENING FEASIBLE? TWO LANES

AVE. 5 YR. ACC. NOS. .

PAVEMENT IMPROVEMENT NW CONS/RCN FLX

YEAR OF IMPROVEMENT 1979

SEAL COAT YEAR 1971

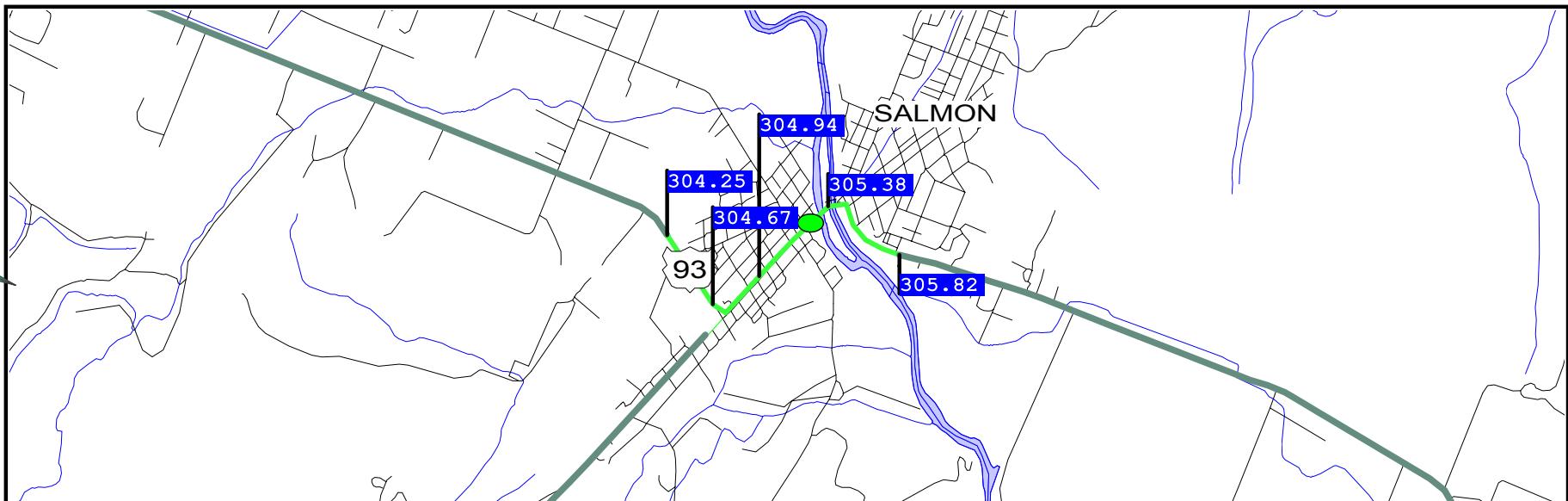
S/N OR D 3.0

PERCENT TRUCKS--PEAK 4

V/C RATIO 0.21

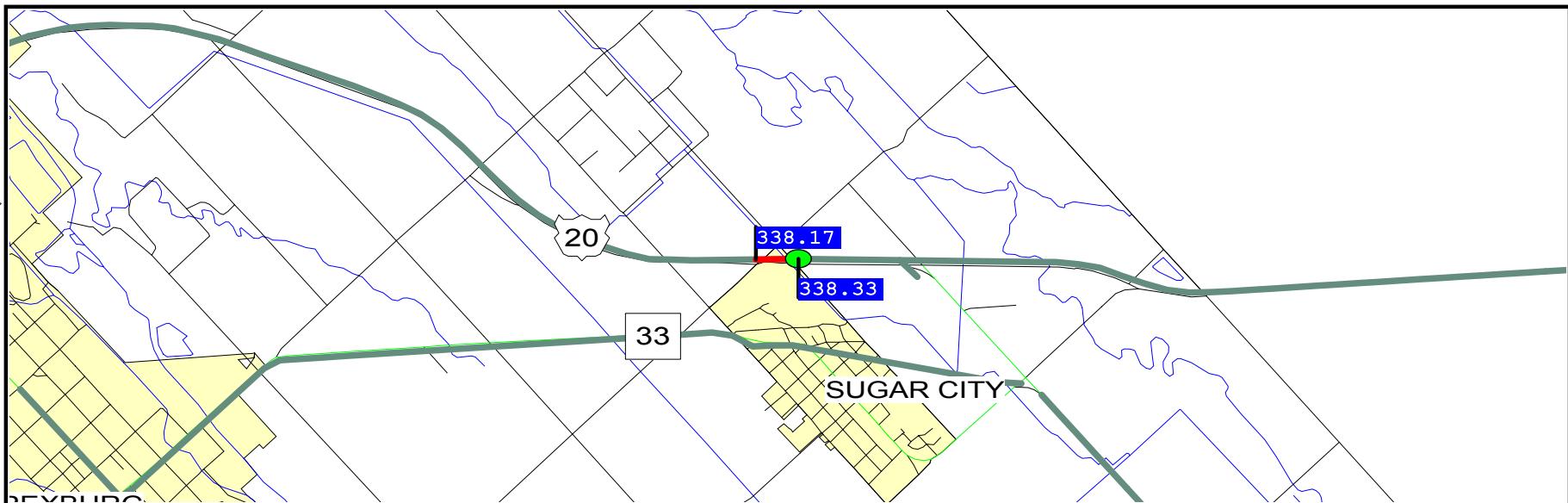
CRACK/ROUGH/FINAL INDEX 3.7/2.8/3.3

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2013
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$125,000
TOTAL	\$125,000
ACCESS CONTROL(FUTURE)	NO CONTROL
NUM OF LANES(DES.)	2



URBAN

MILEPOSTS	304.25 - 304.68	304.67 - 304.94	304.94 - 305.38	305.38 - 305.82
COUNTY	LEMHI	LEMHI	LEMHI	LEMHI
URBAN AREA	SALMON	SALMON	SALMON	SALMON
HIGHWAY DISTRICT #	6	6	6	6
FUNCTIONAL CLASS	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS	NHS	NHS	NHS
RR-XINGS	NO	NO	NO	NO
STRUCTURES	NO	NO	YES	NO
URBAN LOCATION	OUTLYNG BUS DIS	FRINGE	CENTRAL BUS DIS	OUTLYNG BUS DIS
SECTION LENGTH	0.424	0.263	0.442	0.439
NUM OF LANES (EXISTING)	2	2	2	2
LANES	24	24	24	24
WIDTH	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
MATERIAL TYPE	STABILIZED	CURBED	CURBED	COMBINATION
SHOULDER	2	NA	NA	4
WIDTH	--	--	--	--
MATERIAL TYPE	NONE	BOTH SIDES	BOTH SIDES	NONE
MEDIAN WIDTH	4,366	8,300	6,583	4,200
PARKING	6,287	11,882	9,442	6,048
ADT (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL	NO CONTROL
ADT (FUTURE) -- 20 YEAR	TWO LANES	TWO LANES	TWO LANES	TWO LANES
ACCESS CONTROL (CURRENT)	.	.	.	.
WIDENING FEASIBLE?	.	.	.	.
AVE. 5 YR. ACC. NOS.	.	.	.	.
PAVEMENT IMPROVEMENT	ROAD MIX OVLAY	NW CONS/RCN FLX	NW CONS/RCN FLX	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1969	1979	1979	2000
SEAL COAT YEAR	1995	1995	1995	2000
S/N OR D	3.0	3.0	3.0	4.3
PERCENT TRUCKS--PEAK	3	2	2	3
V/C RATIO	0.17	0.36	0.28	0.17
CRACK/ROUGH/FINAL INDEX	5.0/3.2/4.2	4.5/2.1/3.4	4.5/2.2/3.5	5.0/2.2/3.7



URBAN

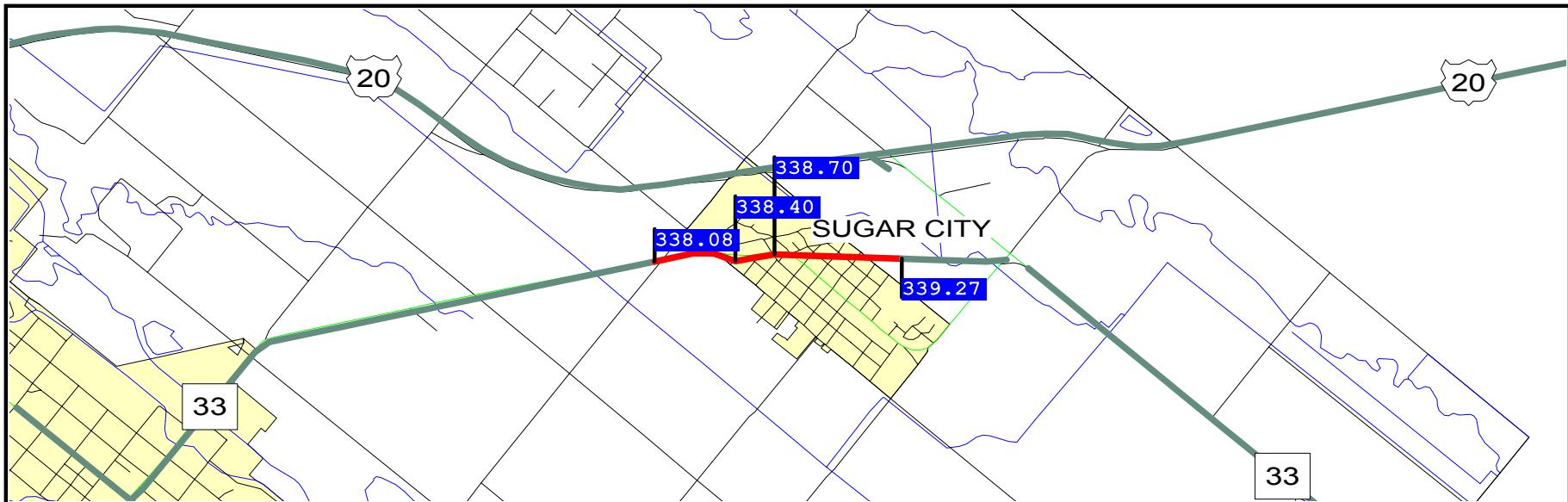


MILEPOSTS	338.17 - 338.33
COUNTY	MADISON
URBAN AREA	SUGAR CITY
HIGHWAY DISTRICT #	6
FUNCTIONAL CLASS	OTHER PRIN ART
FEDERAL AID SYSTEM	NHS
RR-XINGS	NO
STRUCTURES	NO
URBAN LOCATION	RESIDENTIAL
SECTION LENGTH	0.167
NUM OF LANES (EXISTING)	4
LANES	
WIDTH	48
MATERIAL TYPE	RIGID PLAIN JNT
SHOULDER	
WIDTH	10
MATERIAL TYPE	PORTLAND CC
MEDIAN WIDTH	40
PARKING	NONE
ADT (CURRENT)	9,700
ADT (FUTURE) -- 20 YEAR	14,106
ACCESS CONTROL (CURRENT)	PARTIAL CONTROL
WIDENING FEASIBLE?	>= 3 LANES
AVE. 5 YR. ACC. NOS.	.
PAVEMENT IMPROVEMENT	NW CONS/RCN CON
YEAR OF IMPROVEMENT	1980
SEAL COAT YEAR	1988
S/N OR D	8
PERCENT TRUCKS--PEAK	6
V/C RATIO	0.16
CRACK/ROUGH/FINAL INDEX	1.9/2.2/2.1

TYPE OF IMPROVEMENT	RESURFACE
YEAR OF IMPROVEMENT	2003
SYSTEM DEFICIENCY:	PSR < RESRF-PSR
COST OF IMPROVEMENT	
FOR ROW AND UTIL	\$0
FOR CONSTRUCTION	\$75,000
TOTAL	\$75,000
ACCESS CONTROL(FUTURE)	PARTIAL CONTROL
NUM OF LANES(DES.)	4

H P M S S T U D Y F O R R O A D S E G M E N T : 0 0 2 0 7 5

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URBAN

	338.08 - 338.41	338.40 - 338.70	338.70 - 339.27
MILEPOSTS			
COUNTY	MADISON	MADISON	MADISON
URBAN AREA	SUGAR CITY	SUGAR CITY	SUGAR CITY
HIGHWAY DISTRICT #	6	6	6
FUNCTIONAL CLASS	MINOR ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL
FEDERAL AID SYSTEM	NON-NHS	NON-NHS	NON-NHS
RR-XINGS	NO	NO	NO
STRUCTURES	NO	NO	NO
URBAN LOCATION	RESIDENTIAL	CENTRAL BUS DIS	RESIDENTIAL
SECTION LENGTH	0.326	0.291	0.569
NUM OF LANES (EXISTING)	2	2	2
LANES			
WIDTH	24	24	24
MATERIAL TYPE	HIGH FLEXIBLE	HIGH FLEXIBLE	HIGH FLEXIBLE
SHOULDER			
WIDTH	5	NA	5
MATERIAL TYPE	BITUMINOUS	CURBED	BITUMINOUS
MEDIAN WIDTH	--	--	--
PARKING	NONE	BOTH SIDES	NONE
ADT (CURRENT)	2,900	2,900	2,704
ADT (FUTURE) -- 20 YEAR	3,532	3,532	3,306
ACCESS CONTROL (CURRENT)	NO CONTROL	NO CONTROL	NO CONTROL
WIDENING FEASIBLE?	TWO LANES	TWO LANES	TWO LANES
AVE. 5 YR. ACC. NOS.	.	.	.
PAVEMENT IMPROVEMENT	PLNT MIX OVLAY	PLNT MIX OVLAY	PLNT MIX OVLAY
YEAR OF IMPROVEMENT	1977	1977	1977
SEAL COAT YEAR	2002	2002	2002
S/N OR D	4.5	3.7	4.8
PERCENT TRUCKS--PEAK	2	2	3
V/C RATIO	0.11	0.14	0.11
CRACK/ROUGH/FINAL INDEX	2.1/2.8/2.4	2.0/2.6/2.3	2.2/3.0/2.5

HIGHWAY IMPROVEMENT #1

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TYPE OF IMPROVEMENT	RESURFACE WITH SHLD IMPROVMENT	RESURFACE	RESURFACE WITH SHLD IMPROVMENT
YEAR OF IMPROVEMENT	2004	2004	2005
SYSTEM DEFICIENCY:	PSR < RESRF-PSR	PSR < RESRF-PSR	PSR < RESRF-PSR
SYSTEM DEFICIENCY:	SHLD WIDTH-R		SHLD WIDTH-R
COST OF IMPROVEMENT			
FOR ROW AND UTIL	\$20,000	\$0	\$34,000
FOR CONSTRUCTION	\$93,000	\$95,000	\$162,000
TOTAL	\$113,000	\$95,000	\$196,000
ACCESS CONTROL(FUTURE)	NO CONTROL	NO CONTROL	NO CONTROL
NUM OF LANES(DES.)	2	2	2